

August 2008



The Atlantic Lady

The Newsletter of The Atlantic Region



Photo by Joanne Goldman

Ed and Judy Cusati: Hosts of The Spring Tour

The Atlantic Lady Interview: Debbie Dorricott and David Caine of Bentley Motors

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The Atlantic Lady

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

Issue	Submission Date
February	January 7
April	March 7
June	May 7
August	July 7
October	September 7
December	November 7

Chairman's Message

by Howard Krimko

The Annual Meet at Williamsburg was wonderful. Andrea and I had a great time in spite of a “fail to proceed” on the way home due to contaminated fuel purchased at Williamsburg. It was nice to see so many Atlantic Region members win prizes with their Rolls-Royce and Bentley Motorcars. There will be a complete list of winners in the next issue. I was really busy all week with meetings, my seminar on “The Used Car Market”, and Early Post War Society meetings and seminars, but it was lots of fun to attend all the social events. There were great breakfast runs and lots of sightseeing in Williamsburg and Jamestown. My thanks to our meet hosts for a terrific week.



Our Chairman

We have our annual Atlantic Region Concours coming up in August and a Premier Event in Tuxedo Park on Sunday, September 7. If you have not already done so, please sign up for these events immediately. Rolls-Royce Motors has informed me that they will not be sponsoring the Vintage Car Weekend Event at Lime Rock, so please make other plans for Labor Day Weekend. See you in Tuxedo Park. 🗝

Editor's Message

By Bill Wolf

After seeing the many photographs from The Spring Tour, I was quite disappointed that I was unable to attend; apparently it turned out to be a very fine afternoon indeed. Considering the photographs, I would like to extend my sincere thanks to Joanne Goldman, Stan Nayer, Charles Roy and Tracy Varnadore—who, unsolicited, sent me the images via disks and email. It is the “unsolicited” aspect that is most gratifying as it demonstrates that *The Atlantic Lady* is now a product of many hearts and hands. I also must thank Felix Bottenhorn and Susan Ridley Cavaciuti for their contributions. And another round of thanks must be given to Mrs. Debbie Dorricott and Mr. David Caine of Bentley Motors for taking the time to be interviewed; I am certain that you will find the results informative and quite engaging. I had met Mrs. Dorricott and Mr. Caine when I visited Crewe this past April, and the trip, as you may imagine, was something more than a highlight of my interest in Rolls-Royce and Bentley motorcars. The words “pilgrimage,” “euphoria” and “reverence” come to mind. So, please, enjoy this current issue of *our TAL*. 🗝



Photo by Doris Wolf

Your Editor in SCBBE53WX8C054913:
Crewe, England

Correction:

In the April issue's André Blaize interview the car in the photograph labeled 24RGB is, according to Mr. Blaize, 3DL6. *TAL* regrets her error.

Editorial

Tradition:

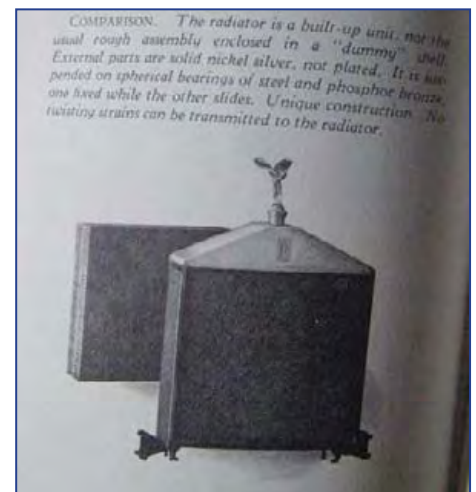
Some Thoughts on the Rolls-Royce Radiator Grille

By Bill Wolf

First, it is important to state that the opinion expressed herein does not reflect that of The Rolls-Royce Owners' Club or that of The Atlantic Region—or, in essence, that of *The Atlantic Lady*; I take full responsibility. If you agree or disagree, I would like to hear from you.

The tradition has been longstanding—lasting for over a century. Peruse the many and various volumes that have recorded the history of the Royce and the Rolls-Royce motorcars. Consider the various meets and *concoures* that you have attended over the years. Any lingering impressions or any fond memories more than likely center around the proud, distinguished and formidable Rolls-Royce radiator grille. In virtually all of its permutations, from its precursors found in the early cars to the bold statement found gracing the current Goodwood Phantom, the grille has withstood changes in fashion, compromise and any real consideration of aerodynamics. Build the car with enough power and beauty and the wind tunnel equations become inconsequential. The grille is the symbol for all the good that is in Rolls-Royce, the striving, even through the rough years, for the very best in craftsmanship, elegance and engineering.

Are we now in the process of letting this tradition slowly slip away? A blip arose when the grille of The Silver Seraph was no longer hand-crafted. And of course there have been notable exceptions throughout the history of the marque—94MC, 3DL120 and the Silver Wraith that Hooper had bodied for Mr. Nubar Gulbenkian each offered a singular grille treatment (As to the last, one might be reminded of the adage concerning taste and accountability.). This brings us, then, to the Goodwood Drophead Coupé and the new Baby Rolls that will soon be in production. The Drophead stands as a magnificent automobile; its grace, sophistication, subtle lines and its styling cues to its classic predecessors can only be gratefully acknowledged and much appreciated. But isn't the grille just a bit thin? In this car—and in the design of the proposed smaller car—do we find harbingers of a slow but inevitable process in which the grille will only remain as a mere vestige of the Grecian design we have come to respect and value over the decades? Think of the grille on a Mercedes-Benz sedan from, say, 1951, and compare it to the grille of one made in the last ten years. So, yes, we are not quite there yet—there is still *enough* of the Rolls-Royce grille on the current and forthcoming models; but I think it behooves us to take the long view: We as enthusiasts, hobbyists, drivers, owners, customers, potential customers and those of us who unabashedly love the marque should at least attempt to influence the manufacturer in this matter. There is more at stake than the change of ownership, modernity, aerodynamics, convenience and the mercurial ebb and flow of public whim; there is the stake of a fine and solid tradition as set by Sir Henry Royce and kept intact by such men as John Blatchley, Harry Gylls and Graham Hull. This tradition is now in the hands of the current stewards of Rolls-Royce. Let us hope that these stewards will be attentive and reverent to the past, to the venerable traditions of Rolls-Royce and all that is represented by these traditions. Let us hope. 🍀



COMPARISON. The radiator is a built-up unit, not the usual rough assembly enclosed in a "dummy" shell. External parts are solid nickel silver, not plated. It is suspended on spherical bearings of steel and phosphor bronze, one fixed while the other slides. Unique construction. No twisting strains can be transmitted to the radiator.



Photo by Klaus Josef Roßeldt

1958 BENTLEY S1, B 479 LFD

IN 1983 MY SEARCH FOR A PROPER MOTOR CAR LED ME TO THE BARN OF THE PROVERBIAL LITTLE OLD LADY IN CONNECTICUT. A VERY GRACIOUS LADY, I MIGHT ADD, WHO AFTER THE DEATH OF HER HUSBAND TRIED TO CONTINUE TO MAINTAIN THE CAR AS IT SHOULD BE DONE, BUT FOUND IT INCREASINGLY DIFFICULT AS TIME WENT ON.

THE PREVIOUS OWNERS CALLED THE CAR "GENTLE BEN", AND BELONGED TO THE RROC FOR MANY YEARS AS DID THE FIRST OWNER. THEY WERE RELATED TO TONY GUERRERO, THE CREATOR OF THE GUERRERO TROPHY. (ORIGINALLY FOR THE BEST PERSONAL RESTORATION.)

THE CAR WAS EXACTLY WHAT I WAS LOOKING FOR, FINISHED IN VELVET GREEN WITH TAN HIDES IN FINE ORIGINAL CONDITION. I HAVE DONE CONSIDERABLE MAINTAINANCE WORK AND ADJUSTMENTS IN ACCORDANCE WITH SHOP MANUAL INSTRUCTIONS, PREFERRING IN FACT

TO KEEP THE CAR IN ORIGINAL
CONDITION. WE HAVE GONE TO MANY
NATIONAL MEETS AND TOURS WITH "BEN"
AND RECENTLY TREATED THE CAR TO
A PROFESSIONAL RESPRAY AS THE
OLD PAINT JOB WAS SHOWING ITS AGE.

AS A RESULT WE WERE PLEASED TO WIN
A NATIONAL AWARD IN TOURING CLASS
AT THE 54th ANNUAL MEET IN GREENWICH.
I AM THE THIRD OWNER AND HAVE
THE COMPLETE HISTORY OF THE CAR,
INCLUDING ITS BUILD SHEETS.

WE ARE LOOKING FORWARD TO ATTENDING
THE NATIONAL MEET AT WILLIAMSBURG, VA.
IN JUNE. THIS WILL BE THE SECOND
TIME "BEN" HAS BEEN TO WILLIAMSBURG,
AS I WAS TOLD BY THE PREVIOUS
OWNER THE CAR DID PARTICIPATE
IN THE 1978 NATIONAL MEET.

FELIX ROTTENHORN.



Mr. Felix Bottenhorn



Mr. Bottenhorn does much of his own maintenance.



Here is another classic car from Mr. Bottenhorn's collection. This is an original windup *Schuco*, one that he had played with as a lad—and preserved.



B479LFD

Spring Tour 2008

By *Charoux*

Saturday, May 17, 2008

Stamford, CT to Goldens Bridge, NY

Last April, during the return journey from the Technical Meet at Champion Motors, Long Island, Charles informed me that he would be assisting our Chapter with respect to the organization of a one-day tour. I was instantly pleased by this project, as I knew that, together, we would be surveying the lovely roads of Fairfield and Westchester counties to come up with an interesting itinerary starting from my garage in Stamford, and ending at the historical house of Ed and Judy Cusati in Goldens Bridge.

Before we proceed, please allow me to introduce myself: my birth certificate bears identification number SBL-32298. Actually, it is longer than that. However, just like any recent PMC, I prefer to be referred to by my RROC reference number, as I truly believe that mankind is inherently good and that no special 17 digit code is needed to track me in the most unlikely event that someone would take me away from my best friend. Nevertheless, Charles calls me Charoux, and, one day, I should tell you a little more about the origin of my name.

As the destination was the house of Ed Cusati for a tour and picnic, it was only normal that this event would take place in clement weather only. Every day during the preceding week, I looked through the window, and all I could see was rain, rain, and again more rain. However, God heard our prayers, for at three o'clock in the morning of Saturday, May 17, the clouds moved to another location, politely leaving the stage to the sun to brighten our region and our spirit. Oh, what a beautiful day this was! No one could have wished for better weather, and all were thankful.



A little after 9:00 a.m., the first car arrived: the lovely 20/25 of M S Koly, then an R Type, then a Silver

Shadow followed by a Silver Spur and a P1. In the end, our group was comprised 13 PMCs, 10 Rolls-Royces and 3 Bentleys. The oldest has been eligible for social security for at least 10 years, and, me, the youngest, I am just old enough to vote at the next presidential election.

Blue skies, PMCs and a Lovely House: Does It Get Better?

Editor's Note: Stanley Nayer, Tracy Varnadore and Joanne Goldman snapped and supplied the photographs for this article. Thank you all.

Although the start time of the tour was at 10:20 a.m., this deadline went by without anyone even noticing. From my vantage point, I could discern three reasons: Nathalie, the ever gracious host, had prepared a superb breakfast, the members were so happy to chat about a variety of subjects, including the National, and, of course, the glorious weather.

Nevertheless, at 11:30 a.m., the P1 of Col. and Dr. Hathaway departed, followed by all of the other automobiles. What a lovely bunch! After Charles and Nathalie cleaned everything, we drove to Ed and Judy's house taking a more direct route, thereby arriving before the participants. Poor Charles, he was anxiously waiting to see the first car arriving by 1:00 p.m. My clock pointed to 1:05 p.m., 1:10pm, 1:15 p.m., and still no car! Were the tour sheets so misleading? No, the people were just enjoying the natural beauty



of the surroundings, and, in the spirit of camaraderie, convoyed together. Finally, at 1:20 p.m. the first P1 and six other PMCs arrived. The others followed within five minutes, except for one lonely R-R, which arrived ten minutes later. The driver and navigator were so pleased to travel on such beautiful roads that they misread the directions. In the end, if pleasure is a gauge on the dashboard of your life, perhaps it is best to get lost once in a while.



Well Stocked Wine Cellar

As you can see on the adjacent photos, we were positioned in a lovely semi circle in front of the house of Mr. and Mrs. Cusati. Ed guided the members through an instructive tour of their historic house explaining how during the past 35 years they had transformed from an abandoned piece of real estate to a restored home full of charming features. Although, I could not see the members of our chapter having a picnic on the other side of the house, based on the lively conversation and laughter that I could hear from the distance, I concluded that a good time was had by all.

I love these events. The week before, I always get vacuumed, scrubbed, cleaned and waxed. My leather gets treated and my wood and chrome polished. And how pleasing it is to see Charles and Nathalie jumping around full of joy in anticipation of a lovely day. On the way home, the three of us talked about all the fun we had and how wonderful it is to belong to the RROC and the Atlantic Chapter. Later that evening, like every evening, Charles came to my garage to thank me and wish me good night. I went to sleep contented and happy, thinking about the members of my extended family that I had seen that day, and hoping to see them again very soon. 🍷



Wendy Akins and DeBare Sauders
find a bit of shade.



Norman Hathaway with his
magnificent 1928 PI Newmarket Brewster



Enjoying the Day



M.S. Koly GLJ54



Charoux



Nathalie Gingras, Donald Fish with his daughter Amy and Charles Roy



Nutcrackers—sweet!



A Handsome Interior



The *Angels* are in the Details



The license plate says it all.

Atlantic Lady Interview

Mrs. Debbie Dorricott and Mr. David Caine
Bentley Motors

Editor's Note: In reply to my list of questions, the usual format for *The Atlantic Lady* Interviews, she sent me her comments, facts and opinions in the form of a letter—the letters follows:

Dear Bill,

Thank you for asking me about my work at Bentley. I love every opportunity to talk about what I do. I really enjoy my job and I cannot express how I feel when I see the finished car: I am so proud of what I do.

You asked me to tell you a little bit about myself—I think I could write a book. I am married to John and we have five children: Joanne (aged 26), Ryan (18), Philip (15), Molly (6) and Liam (3). We also have three grandchildren, Blake, Amber and Devon. There is only five months between Molly my daughter and Amber my granddaughter. It was really strange being pregnant at the same time as my daughter; when we have a family get together it's a bit like the Walton's.

We live in a small cul-de-sac about twenty minutes from work. I really enjoy gardening; we have a large garden and I spend a lot of my spare time pottering about. I enjoy Japanese culture so I have a small area in the garden based on this. I do a lot of my thinking in my garden; it is my piece of heaven.

I do a lot of sewing at home and I especially enjoy making wedding dresses. My favourite hobby at the moment is belly dancing; it's lots of fun and it helps keep me fit (more like the dance of seven bellies—not seven veils).

I have always lived in Crewe, which was originally a railway town, and many famous steam trains were made here. On occasions steam trains still pass through but, sadly, this is a dying industry. My husband John works there, but for how long? We don't know.

As a little girl I grew up just around the corner from Rolls-Royce as it was then known. I didn't have a Dad; my Mum and I lived in my Gran's house along with my uncle and his wife. They weren't fortunate enough to have children so he absolutely adored me. They both worked at R-R and each year they had a R-R field day. This was a special day for their employees and their families to have fun, it still makes me smile when I think of it. There were rides and stalls and the sun seemed to shine all summer long.



GSU858



Bentley Motors



HB3402 The First Blower Bentley

Bentley does a similar thing either to celebrate a launch of a new car or other special occasions and my children seem to enjoy it as much as I did. At the front of the building there is a cycle path, it is still much the same today as it was when I learned to ride my bicycle there. At the front of the building are some large windows that are now offices, there used to be large drawing boards alongside the windows. I used to tell my uncle that when I grow up I want to work in there and help design cars, sadly that dream didn't happen.

Rolls Royce met difficult times and in 1998 VW bought Bentley Motors, sadly we lost the R-R name. A lot of people, especially those who had worked there for many years were very upset by this. The morale was very low and there was a fear of the unknown. Luckily for us VW had a strong belief in Bentley and its work force.



Brooklands at Crewe

All our skills and knowledge combined with theirs and a lot of new ideas is what has made Bentley what it is today.

I started at Bentley 3 years ago on the GT line, working on the front squab. We worked fortnightly shifts, days starting at 7:00am to 4:45pm Monday to Thursday and nights from 8:30pm till 6:15am Monday to Friday morning. The nights were not too bad as I have a young family and Liam my youngest didn't sleep too well so I managed to get more sleep during the day. We think he was getting ready to go night clubbing when he is older!. Anyone who has a young family will know what I mean and how hard it can be especially working as well.

In April 2006 I joined the Arnage line and I couldn't believe how much I had to learn. There were times I thought I would never be able to do this but I have and am still learning with new cars and trims, which are still being developed on GT. We had six lines each having its own part of the car. On Arnage we do every bit of sewing. Now with the Brooklands up and running this gives us four different types with new generations on their way, all with their own piece of history and spotlight.

We are a team of eight who are highly skilled and dedicated in the work that we do. Each and every one of us plays a big role in helping to make the Bentley what it is. My part is helping to make seats and trim, when you see the nice piping or the twin stitching, it might be mine. We make 17 cars per week 9 of which are the limited edition Brooklands; we are making 550 of these. The Brooklands has the new sandwich piping in it. Anyone who has seen this model I am sure will agree how beautiful it looks. It is quite hard to do and we have to be very careful with every stitch but the results are tremendous. I hope we see this in new Bentleys to come. I'm glad it has kept the square looking front which has given it a regal look and the nice curves at the back to make it look sporty.

Once I read an article in a local newspaper stating that Rolls-Royce and Bentleys were hardly heard of. Bentley has been at Crewe for the best part of 62 years, in this time it has grown from strength to strength. Bentley has itself developed the beauty and high standards it holds today. Personally I think they are one of the most beautiful cars in the world with the front grill, the smile below its bumper, the curves and lines and especially the interior which I play a large roll in helping to make. It must state to anyone who owns one, HERE I AM, I'VE MADE IT, I'M WHERE I WANT TO BE. It is pure luxury. Each car collects a little piece of everyone's soul as



Mrs. Debbie Dorricott

it goes along the line being built. It is then given its own personality with all the extras and choices the purchaser chooses, plus its own identity. Just think in many years to come what tales this car could tell—if only?

Bentley is going all the way, and if you have ever been to Crewe and have been fortunate to tour Bentley you will relate to what I am saying. I have not had the pleasure to drive one; I have traveled in one, which was a delight, I don't know which I would choose because I have a favourite each week.

We see some spectacular cars on the line and I have a favourite each week, the choice is tremendous. Bentley is going greener

with lowering its CO2 emissions and the next generation is going to run on bio fuel. It would be really nice to hear what our customers feel when they receive their Bentley I know if it is half of what I feel when I see one I have helped to make, it is a really good feeling. I hope this answers questions, if you need more please feel free to contact me. With the passion and enthusiasm I'm sure your readers will be watching this space. 🙌

Yours faithfully,
Debbie Dorricott

David Caine

There are eight questions.

1. To begin, please tell us a bit about yourself. Family? Your hometown? Hobbies? Interests?

I'm 63 years of age with a wife Pauline, two sons, one daughter and three grandchildren. I originate from the Northeast of England, Consett County, Durham. My wife is from Cheshire and she works part time at a local primary school. Our eldest son, Michael is a tanker driver; Adrian, our middle son, is an electrician, and our daughter, Caroline, is a shop assistant at Asda/Walmart. Our hometown is Crewe, a major railway town.

My interests are cycling and house refurbishing and 1980s Texas Instruments home computing.



David Caine and Oliver Whitlock

2. Please discuss your position and your work at Crewe.

My job is currently the Leather Storekeeper for the baby Bentley family—the Continental coupe and convertible, and the Flying Spur. Leather is purchased from Pasubio S.p.A, Arzignano, Italy. The hides are sent on a metal frame that holds about eighty full bull hides. Each hide is about five square meters. About ten full hides are used for each car. Each hide is individually inspected for imperfections then marked out with three-millimeter green and brown paper tape so to be recognized by the Gerber computer while being cut to shape. Some of the parts are then skived to the necessary thickness while others are laminated, perforated, indented or embossed—depending on the specifications for the particular model. These pieces are then sent to the sewing section before being fitted into the seats, headliners, etc. We do enough leather sets for about 200 cars per week and our working week is about 40 hours.

3. When I visited Bentley Motors, I sensed that you and others in the plant were proud of your work creating these fine motorcars. Please comment on this.

After working here so long, I've had my ups and downs, but in general I have been satisfied with the work I've carried out and the people I have met. One of the joys for me now is to interact with customers and visitors just like yourself who come along and ask questions and seem to take a real interest not only in the product but in the people who help make the product come to life.



4. How long have you been at Crewe? If you were there before the changeover--Rolls-Royce Motors to Bentley Motors--please discuss the “before” and “after.”

I have been in Crewe since 1962 but didn't start for Rolls-Royce and Bentley until 1966 when I began work in the machine shop operating a milling machine, and then in 1967 I was working on the drilling and grinding machines. In 1968, after a short absence, I came back as general laborer in the Black Enamel Department. There, in the early days, we used to paint light aircraft and tank engine parts for the Ministry of Defense as well as most engine and underbody parts for our cars.

At one time both marques of car went down the same track in the assembly hall; it wasn't automated and individual units were pushed and pulled up and down the line by hand—now it's an automated continuous moving track. In 1969 I progressed to helping the team that actually dipped all parts into paint in the Black Enamel Department. In 1970, I progressed to body assembly department; here I fitted petrol tanks when they used to be located under the floor of the boot; and in 1971 I went to fixing sound proofing to engine bulkheads, inside the cab and boot area. A year later I began working in the preparation paint shop where my job was wet rubbing and flattening primed body shells to ready them for the final painting.

In 1973 progressed to the underseal of the Corniche and Continental—both the coupes and the dropheads—and also the Silver Spirit and Silver Spur body shells. 1974 found me in the finished paint shop, flatting and polishing paintwork on finished cars and by 1994 I was on the Arnage and Silver Seraph final line—where the cars were ready to go out the door—polishing and valeting. Valeting is the general cleaning of the car, including the cabin, engine, trunk, wheels, radiator grille, rubber seals and the lights. Special cleaning solutions are employed, and then lambs wool or foam pads are used for polishing followed by waxing and a final inspection.

When Volkswagen took over around 2000, I opted to work on our first GT Baby Bentley and I was on pre-delivery inspection. In 2006 I went forward to where I am currently employed, the Leather Store for the Continental series, working with these three models: the GT Coupe, the GT Convertible and the Flying Spur.

5. Have you worked on any cars for celebrities or royalty?

I have worked on the Queen's cars: Her Royce-Royce Phantom 1V Limousine, and the Bentley Limousine. For these I was responsible for polishing and valeting. I also did the pre-delivery inspection for Victoria Beckham's GT Continental, and, about twenty years ago, I did the same for a few specially designed Rolls-Royce and Bentley cars for the Sultan of Bruni.

6. Do you get to drive the Bentleys? If so, please give us your driving impressions.



Although I have not driven them, I have been out on the road as a passenger of a Bentley Mulsanne, Rolls Royce Corniche, Continental GT and Flying Spur, and each time it was a wonderful experience, the sheer luxury and power being quite a contrast to the Vauxhall Cavalier we have owned over the last twelve years.

7. Are there any humorous or interesting stories concerning your work that you can share?

Around fifteen years ago when working in the finished paint shop, a group of visitors from France, not very fluent in English, visited our place of work, and one young lady in the group, pointing to our polishing equipment, asked, "What is the mop head made from?" I told her that they were made from lambs' wool. For a short while she looked puzzled and then said, "you mean - BAH! BAH!" While she was most serious, it was quite humorous to my friend, Frank Shenton, and myself.

8. Is there anything that you would like to add?

About twenty years ago, Rolls-Royce and Bentley were painting body shells for Aston Martin, and I was invited along with my team leader at the time, Paul Wright, to their factory at Cowley in Oxford to help in the preparation of flatting and polishing of their finished cars. About the same time I was invited with the company to the Motor Show at Earls Court in London—with the same team—to polish and wax the finished cars for the first few days of the show. I would also like to add the following: Forty years of working for Rolls-Royce and Bentley was rewarded last year for about fifteen of us and our respective partners with a weekend celebration at the Millennium Hotel in London's Mayfair and a visit to the Royal Albert Hall to see and hear one of the latest instrumental shows. We also received a present from Brietling Jewelers of Chester.

Visiting Goodwood and Crewe

By Bill Wolf

April 23rd through April 25th 2008

Ask any fisher: It is the one that got away that lingers in the mind, this side of desire, this side of regret. Allowing Doris, my wife, to catch-up on her sleep, I left The Chichester Park Hotel early for my morning constitutional, and I had my Canon ready as the hotel is situated close to the roundabout not far from Rolls-Royce Motor Cars. I did manage to catch one silver Phantom heading into the roundabout—was this a test run? But the one that got away appeared too far up the road from where I initially stood and the car was being driven fast—no less than a sea green Drophead Coupé with the hood in an upright position. *



Something for Everyone

This disappointment, missing the Drophead, became emblematic of an aura of disappointment that surrounded my sojourn to Goodwood. Preparing for new models, the factory was shuttered; I could not tour. A flurry of ambiguous emails had preceded my impending visit, and upon arrival to the factory showroom I was greeted with, “I’m sorry, Mr. Wolf, but there is nothing we can do.” After photographing the four cars on display and after some inquiries, Mr. Andrew Ball eventually appeared. It was obvious that Mr. Ball was a harried man—juggling visiting journalists and keeping others at bay. Unfortunately, he had little time then for an RROC visitor from the USA. He was cordial, however, and he was kind enough to gather up some keys so that I could catch some interior shots of the black LWB Phantom (SCA1L68057UH08003) and the preproduction Drophead (with a small, blank rectangle where the chassis number normally would appear). As expected, these two motorcars exuded sumptuousness and exclusivity. In the presence of such fine automotive machinery, my disappointment all but abated.

Of the other two cars in the showroom—one of them was not really quite finished. This is an understatement. To see a rolling space frame, the skeletal underpinnings of a Goodwood Phantom, with only its wheels and tires, a steering wheel and a slab of well-polished dashboard wood attached, certainly helped to improve my disposition. The fourth car, SCA1S68026UH00491, was an ordinary Phantom, painted silver, assuming, that is, that any Rolls-Royce can be considered ordinary. So I did manage finally to reel in some images to add to my digital library, but once again I suffered a brief stab of disappointment. Upon leaving, asking Mr. Ball if one of the receptionists would be kind enough to phone up a taxi for me, I was, unabashedly, dropping a bold and transparent hint. It certainly would have been proper to be driven back to my hotel in a Rolls-Royce. The hint went masterfully ignored, and I was sent outside to await a more prosaic accommodation.

On the next morning, leaving Chichester for London, I asked the cab driver to take a brief detour back up to Rolls-Royce Motor Cars before setting off to the train station. I wanted one last look, and it was good to do so. I saw a Phantom parked in front of the works showroom and some classic Jaguars parked and pulling in. Was a local Jaguar Club holding a rally there? The natural beauty of the large, white swans nesting on the verdant grounds very near the factory buildings completed the picture. Very good indeed.

* When Doris and I were sitting in a pub on Euston Road, London, the Sunday before, a blue GTC and a black Goodwood Phantom sped by in traffic. In both cases, I was unable to unsheathe my camera in time. A poor fisherman I am indeed.

Two days before this, before the Phantom, the Jaguars and the swans, Doris and I had visited Bentley Motors in Crewe. There I did not even have to hint. When I called Ms Jennifer Elliot from our room at The Crewe Arms Hotel, I was informed that Ms Julia Noden would arrive at 1:30 to collect us. A new Bentley arrived exactly on time, and we were soon sailing smoothly through local traffic. This was our first time in a Flying Spur and we appreciated very much the luxury and beauty of the cabin—along with the professionalism and friendliness of our chauffer. Arriving at the factory, we were shown into the reception area, plush and furnished with drawings and photographs of various examples of the marque, and soon Ms Elliot welcomed us with courtesy and warmth. After a brief conversation, we were introduced to our guide, Mr. Oliver Whitlock, a handsome young man dressed with tasteful elegance. Mr. Whitlock proved to be quite remarkable; his good humor, kind and friendly manner, his helpfulness and patience were trumped only by his amazing depth and breadth of knowledge concerning the production of Bentley motorcars.

The tour, to state it mildly, began with an explosive wonderment of sheer appreciation. Imagine seeing the first two Birkin-Blower Bentleys side-by-side (HB3402 and HB3403). Imagine seeing one of the 18 Mark Vs



Phantom Skeleton

(B32AW), velvety black and gleaming in the spotlights, with its beautifully hand-shaped art deco fenders, next to a brand new GTC. The first of the Azures (SCBDA43A75CX99276) and a new Speed (SCBCF63W-98CO57728) also were displayed. I grew nearly dizzy with delight, and I am sure that Mr. Whitlock could not help but to be bemused at my unrestrained enthusiasm. As was Doris—who has a history of being bemused by my interest in automobiles; but luckily for me, she has always been patient and enduring. Her bemusement and patience, however, decisively turned to sincere interest as the tour progressed away from finished cars to the process of making them.

How best to begin to describe the experience of Crewe production? A nearly finished GT Coupe in an extraordinary yellow—something like the color of the breast of a goldfinch—being readied for a customer in The Canary Islands? Doris' and my appreciation of the clean, well-lighted expanse of factory? The low hum of robots, women and men busily, contentedly at work? Or the Continental line, where body shells, shipped in from Mosel to be finished at Crewe, are wedded to the finished chassis—the latter, looking powerfully large, resting on a great slab of metal? The kitting table, as this slab is called, eases forward to meet the overhead body as it slowly descends from the overhead scaffolding all in a very slow, very precise mechanical ballet. While technicians attend to the various fittings and the robotic wrenches identify each bolt and automatically set the proper torque, the entire unit is slowly, quite slowly, progressing to the next station.

At our next station, Mr. Whitlock took us step-by-step through the process of the creation of the veneers that for decades the like of which have gleamed lustrously in the cabins of Rolls-Royce and Bentley motorcars. He showed us the thick oak used for the dashboard of the Arnage and how the veneers of the Continental series were bonded, with seven layers of adhesives and poplar wood, to the lighter, aluminum dash frame. We saw



Jennifer Elliot and Your Editor at Bentley Motors

to be proud of the cars being produced. No one appeared stressed, and I had the impression that the craftspeople I met genuinely enjoyed working at Bentley Motors. Everyone was cheerful and good-natured. Employees work four ten-hour days then take a three-day weekend; they must, however, alternate weekly between day and night shifts. This would be a good time, too, to relate an interesting side story: When a local tailoring outfit, Chester Barrie, closed down, Bentley snapped-up many of the skilled tailors; this is one more reason, then, that your new Brooklands' interior will be fastidiously and beautifully appointed.

sawn sections of the root balls of trees that would later be boiled for three to four days in order to prepare them for the making of the veneers. Trees are cut specifically for these root balls to insure the various swirls and whirls that traditionally have been the hallmark of Crewe's crafted elegance. We were permitted to take a quick look inside the walk-in humidior, used not for the CEOs' fine cigars, but rather for the storage of the veneers. Nineteen sheets of veneer are needed for a Continental, more for the Arnage, and the sheets are over-ordered because of their fragility.

And, digressing a bit, this would be a good time to discuss Bentley Motor's philosophy of the management/employee relationship—as exemplified by the production of the cabin woodwork. Because of the fragility of veneers, it is likely that breakage will inevitably, occasionally, occur, and workers are encouraged, directed, to report the breakage rather than try to hide a mistake and let it pass. No penalties ensue—quite the opposite—and thus quality control is maintained. When I would talk to the various women and men of the plant, I would comment on the fine work being done, that they should be proud, and everyone working there did indeed seem



Ms Julia Noden with SCBBE53WX8C054913

Hides came next—rolling racks draped with the various colored leathers, leathers that no longer are exclusively Connelly. Mr. Whitlock informed us that once, around the year 2004, Connelly stopped production and Bentley



Coupe Production at
Rolls-Royce Motorcars

Motors soon were bereft of hides. Most of the hides now come from Pasubio of Milan. Many of the bulls that eventually end up as both someone's supper and someone else's seating material are raised in the Scandinavian Alps; the reason for this: wooden fences, free range and less likelihood of insect bites. I got a chance to talk to Mr. David Caine who spends his day working with Arnage leathers—another gentleman who seemed proud of the cars that leave the factory bearing his imprint. It takes, by the way, a minimum of seventeen hides to complete the interior of an Arnage.

Before going into Mulliners—next door—we took a quick look at the Arnage assembly line. Unlike the Continental line, where bodies are slowly, smoothly flying overhead, the scene at the Arnage line was much more traditional, not

unlike the many photographs we have seen over the years of Crewe producing, say, a relative handful of Silver Clouds. This line is set up so that a car can easily be removed and taken to Mulliners for any individual work. And when we were ushered into that part of the overall plant, I must admit that my heart beat just a little bit faster. To see an Arnage being stretched for an exclusive client—so exclusive, apparently, that I was asked not to take a photograph of the car—made my life just a little bit better. Nearby, I saw an Arnage being fitted with a smaller, privacy backlight, and, due once again to the discretion of Bentley Motors, my request for the chassis number was denied. Incomplete Brooklands sat parked next to an Arnage being readied for bespoke painting. Here too, at Mulliners, workers seemed contented and proud to be creating their fine Bentley motorcars.

The tour wound down to its logical conclusion. Mr. Whitlock had patiently weathered nearly two and one-half hours of our avid enthusiasm, numerous—sometimes quite simple—questions and what must have been a hundred varied requests. His good nature and genuine kindness showed to be indefatigable. We once again met Ms Elliot for a final goodbye and one last photograph, and we were driven back to The Crewe Arms in style by Mr. David Vernon. The end—except, of course, for my telling of my Goodwood and Crewe adventures repeatedly to anyone who might lend a willing ear. Thank you for letting me bend yours. 🙏



Long Wheel Base Phantom
SCA1L68057UH08003



If you are touring Goodwood, you might consider a side trip to Arundel, the home of this magnificent castle and a quintessential English town. For an excursion closer to home, however, please consider the following:

YOU ARE INVITED to participate in the Monmouth County Concours d' Elegance to be held Saturday, September 20, 2008 at Hop Brook Farm, Homdel, New Jersey, to benefit Embrace Kids Foundation/The Institute for Children with Cancer and Blood Disorders. Over 100 cars expected. By invitation only. For information and an application contact: Hugh Heller 201-407-4429 or visit www.monmouthcountyconcours.com .

"For instance, I went to the Rolls-Royce works in England, and it was a perfect revelation to me, the way they were willing to lose money by going on having things like polishing done by hand instead of by machinery, as we'd do them, because they felt they were better done by hand."

Sinclair Lewis: *Dodsworth* (1929)

The Atlantic Lady Photo Opportunity



This delightful 20-25 HP, GSF53, stars in the 1935 film, *Car of Dreams*, along with Grete Mosheim, John Mills and Norah Howard. The film is a lilting romantic comedy and certainly one for any Rolls-Royce enthusiast to seek out. 🗝

The Atlantic Lady Photo Opportunity Continued

This, sadly, is GSF53, in 2001. The 20-25 HP burned in a fire that had taken several other Rolls-Royce cars, including the PIII, 3AZ114. The Corniche in the background had belonged to a Belgium collector. *TAL* thanks Andre' Blaize for the photograph and information. 🙏





ATLANTIC REGION, ROLLS-ROYCE OWNERS' CLUB

Concours & Picnic at New Jersey Botanical Garden & Skylands Manor Saturday, August 2, 2008 (Rain date: Sunday, August 3, 2008)

Our annual concours will be held at the New Jersey Botanical Garden and Skylands Manor in Northern New Jersey. Plan to arrive at 10 AM and enjoy a wonderful day at a place called "one of New Jersey's best kept secrets." Judging will begin promptly at 10:15 AM. Bring a picnic lunch, enjoy the beautiful gardens and take an architectural tour of Skylands Manor. Designed in the mid-1920's by the distinguished American architect, John Russell Pope, whose works include the National Archives and the National Gallery of Art, the Tudor Revival Mansion was intentionally made to appear centuries old. The Manor has just undergone a \$1.2 million renovation. It is now a B&B, with architectural details still in tact for the tour. Your event registration guarantees your admission is free.

Prizes will be awarded at the holiday party on December 14th at the Westchester Country Club.

Please remember that no car will be permitted on the judging field without an ABC-rated fire extinguisher with a minimum size of 2½ pounds. The fire extinguisher must be placed by the right rear wheel while the car is on the judging field.

Please complete the reservation form below and mail to:

Ed Goldman, 52 Fairlawn Drive, Central Islip, NY 11722, by July 26, 2008.
For information call Ed Goldman: (516) 626-1118 or goldwadd@optonline.net.
Negative responses are not necessary. Day of event only: (631) 748-4478.

Remember to keep RROC HQ advised if you change street or e-mail addresses: (800) 879-7762, rroc.hq@rroc.org

Concours & Picnic at New Jersey Botanical Garden & Skylands Manor - August 2, 2008

Name: _____ Phone: _____

Address: _____ E MAIL: _____

I will be bringing my RR __B__ Year ____ Model: _____

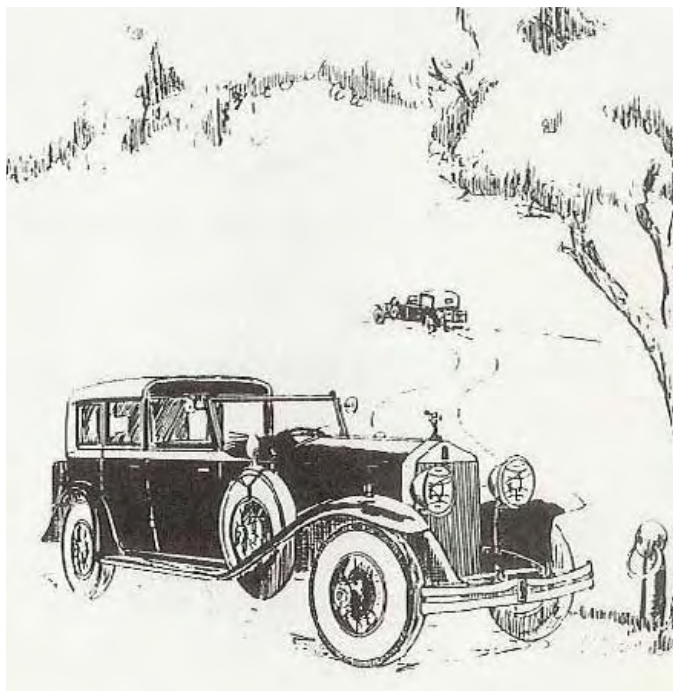
Coachbuilder: _____ Chassis#: _____ To be Judged (Y/N): _____

I will attend, but not bring a PMC ____ I will be joined by ____ non-PMC's

There will be a total of ____ people in my party.

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