

December 2008



The Atlantic Lady

The Newsletter of The Atlantic Region



Photo by Bill Wolf

39AG at Tuxedo Park

The Atlantic Lady Interview: Mr. David Vernon of Bentley Motors

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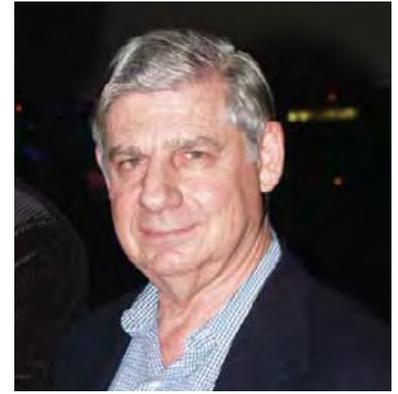
The following is a schedule of our publication deadlines for future issues of *The Atlantic Lady*. If your material is to be included, it must reach the editor by the dates indicated:

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

It is hard to believe that three years have elapsed since I became Chairman of The Atlantic Region, but a look at the calendar confirms that it is indeed so. As you know, we have three-year term limits for officers and directors so this will be my last Chairman's Message. We have had lots of positive changes during this period and I would like to take this opportunity to thank all the members and officers who have stepped forward to help me run The Atlantic Region. A special note of thanks goes to everyone who has hosted an event. I would like to remind all members that they can get involved in our region by volunteering to host events and by running for office. We have many capable members who will be running our region. Please help them by getting involved. 🍷



Our Chairman

Editor's Message

By Bill Wolf

A wonderful holiday season to all. This issue marks my first full year as editor. It has been a fine and exciting venture for me, and I must send my sincere thanks to all who have helped me throughout these past several months. To avoid the risk of forgetting someone who has assisted and championed me along this road, I will not name names—except for my valued and seemingly indefatigable proofreader, Ms Susan Ridley and Mr. Dan Gatz, from Rainbow Press, who consistently and with much forbearance has maintained the high quality of the look and feel of *The Atlantic Lady*. We all owe them a nod of appreciation and a hearty round of applause.



Photo by Doris Wolf

Your Editor with a
Daimler DS420

Thank you, Susan. Thank you, Dan. Last, not least, let us not forget Howard Krimko who has served us well. Here's hoping to see our many friends—both new and old—at our upcoming holiday party. Cheers. 🍷



Ms Susan Ridley in SRG 32683

Tuxedo Park, New York September 7, 2008

By Bill Wolf

The photographs herein, some shot by me, some shot by Howard Krimko, say more about the fine afternoon at Tuxedo Park than any of my words would ever convey. The Atlantic Region offers a deep bow and a round of thanks to Barbara and Peter Regna, who, I am sure, spent countless hours in preparation. Thanks go also to the Sugden family and the Cacioppo family—and again to the Regnas—who so kindly opened their homes to us with a hospitality both generous and warm.

As to the cars, the turnout was lovely. Imagine the sight of Carolynne and Mark Corigliano in their Silver Ghost, hood down, regally negotiating the winding roads through this captivating community of woodland and stately houses. See the varied and extraordinary collection of cars, gleaming in the sunlight, parked before the nineteenth century clubhouse. Picture a long string of Bentleys and Rolls-Royce motoring from house to house, directed and protected by the local constabulary, lights flashing in the early autumn air. Appreciate the broad blue sky with large, bright clouds above the sun-dappled lake as the procession of pre- and post- war cars rolled on. All of this, along with appetizing food and wine, sparkling conversation, good fellowship and the music of the various exhaust notes, made for the most splendid of times.

And a quick note to Peter—thank you for the loving cup, but please keep the necktie. 🍷



Ed Goldman and our host,
Peter Ragna, are seen quite seriously
deliberating on the
merits of the attending motorcars.



These charming young ladies added to the splendor
of the day: Barbara Regna, and Friends



Photo by Howard Krimko

A Remarkable Gathering in Tuxedo Park, New York: The Cacioppo Home



Calling on the Sugden Family



Driving a W.O. Bentley Bentley:
Peter and Yoko Harnik



Another Gem From John Cory's Collection



Howard Krimko's Wraith



It certainly is—awesome, that is.



Visiting The Ragnas



Enjoying the Day: Julius Cohn and Deborah Barek



On the Road



Is that Mr. Hathaway's infamous boater?



Photo by Bill wolf

Father and Son: John and Gregory Tembeck

Lime Rock, Connecticut

August 31, 2008

By Bill Wolf

“Even though Rolls-Royce Motors backed out of their traditional sponsorship of Limerock Vintage Car Weekend, a combined effort by the Yankee and Atlantic Region resurrected the event on two weeks notice.” So wrote Howard Krimko in the last issue of *The Atlantic Lady*. And the day turned out well. Lime Rock is such a great place to be, especially when autumn begins to color the surrounding trees. Local ordinances prohibit racing on Sunday, but a few vintage sports cars took turns around the track, and this is always stirring to watch. Hopefully next year we will see more Atlantic Region members at the track. Anyone for some high speed driving through the hairpin turns? 🏁



Charles Roy and Fellow Members Tailgating



Another Famous Marque



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Anyone interested in a new project?



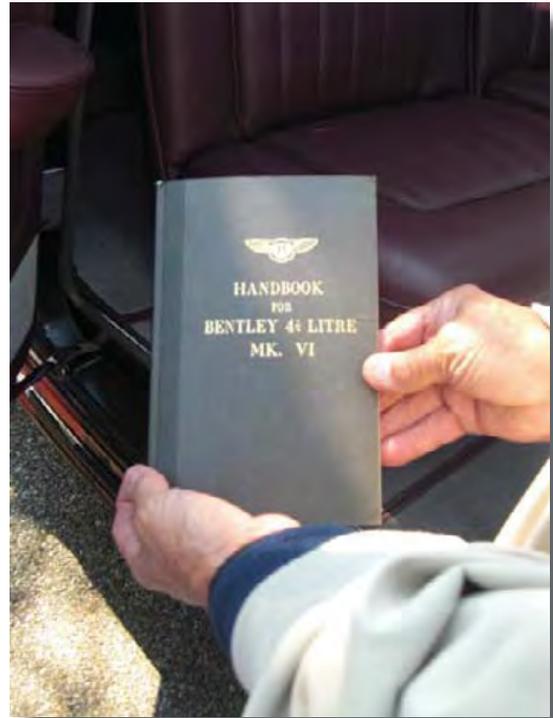
Leaving Lime Rock Park

Non-Member's Scrapbook

Editor's Note: In past issues, I have invited members to submit photographs for a "Member's Scrapbook." For this issue, my friend and colleague, Mr. Edward Mehan, who is not an RROC member, offered the following shots of a lovely Mark VI Bentley displayed at the Bottle Hill Festival held at Madison, New Jersey. It turns out that the car, B145LNY, belongs to a member of our region, Mr. Ben Abbate. Ed also spotted a Goodwood Phantom in California. It is almost inevitable how most anyone who has even a passing interest in automobiles shows a keen appreciation for Rolls-Royce and Bentleys. Thank you, Ed. 🗝



Very Clean and Well Maintained



It is always good to have the original documentation.



A Quality Photo of a Quality Car



California Goodwood Phantom: A Formidable Pose for a Formidable Car

Letter from Crewe

By Bill Wolf

Editor's Note: : Mrs. Dorricott works for Bentley Motors at Crewe, a craftswoman, working with the leathers and trim. She has kindly agreed to write for The Atlantic Lady. We offer our sincere appreciation.

Dear Readers:

I would be delighted to write another story for you about the goings on at Bentley Motors in Crewe. It was a real pleasure to write the last article for The Atlantic Lady, and I hope you enjoyed it.

I was disappointed to hear that Bill Wolf's trip to Rolls-Royce did not live up to his expectations; however, it was good to read about his visit to Bentley. We always try to make people welcome with our warmth and pride. We love to demonstrate our skills and show what makes a good car truly great. It is as much a pleasure and treat for us as we hope it for our visitors.

Sadly, though, we will soon be coming to an end of an era on the Arnage line. As with every family, our babies have to fly from the nest at some point.

Our Arnage model T will be sent out into the big wide world as a limited edition of one hundred and fifty unique cars. The final series Arnage model T will include special features such as diamond-quilted seats and doorplates, engraved tread plate plaques, and special stainless steel flasks and shot glasses. This is going to be every Bentley lovers' dream.

It is especially sad for me to see this particular line ending as it was one of the first cars I learned to sew when I moved over to the Arnage line and became part of its family. Let me express to you my feelings for this car: I think the diamond quilted flutes—which is the heated inserts in the middle of the seats—along with the beautiful twinned stitching, which can be in matching colour to the hide or in a contrasting stitch depending on the customer's choice, help make the car personal to that customer. This car is the big brother of the Bentley range, and I know it will be a collector's car in many years to come. I think when we look back we will see just how special these cars are. As with any enthusiast with great taste will agree, just like the little boy who collects and plays with Matchbox cars, we all have to start somewhere. On a more grown up scale, these cars will be loved for many years to come, just like vintage Bentleys are today.

A car from this final series will offer satisfaction for someone with a passion for feeling and looking good whilst motoring; these cars are just pure pleasure to drive or be driven in. The final series is a car for celebration and getting ready for a grand finale. Just imagine fireworks bursting in an array of every colour imaginable into the night sky, over a great lake with a Bentley Final Series parked at the side of it. The reflection of the beautiful colours and the car would be a truly spectacular sight. This is how I see my fond farewell to this fine motorcar.

I enjoy going to car rallies and looking at classic cars, and—who knows—maybe one day in many years to come I will be taking my children and grandchildren to a rally just like my uncle had taken me. I had never understood until now the pride he had in his voice when he used to explain what he did at the factory and how the cars were made. Maybe in the far corner of a show there will be a Bentley, one I had helped to create. Then I can show this car to my children and my grandchildren with the same pride as my uncle had shown to me, and then I could stand back and say, "I HELPED TO MAKE THAT CAR!" Good driving and have a wonderful holiday.

Sincerely,
Debbie Dorricott



Mrs. Dorricott at
Bentley Motors

Photo by Malcolm Bobbitt



Mr. Felix Bottenhorn

LETS GET TECHNICAL

BY FELIX BOTTENHORN

IT IS TIME AGAIN FOR SOME OF US TO WINTERIZE OUR CARS AND PUT THEM INTO HIBURNATION MODE FOR AS LONG AS SIX MONTH OR MORE. MY BENTLEY HANDBOOK HAS A SECTION "STORAGE AND RECOMMISSIONING CARS". IF YOU FOLLOW THESE INSTRUCTIONS YOU WOULD BE QUITE SAFE, HOWEVER I SUSPECT NOT MANY OF US FOLLOW THESE DIRECTIONS WHICH INCLUDE DRAINING AN FUEL FROM THE ENTIRE SYSTEM. A QUICK AND EASY WAY TO PRESERVE GASOLINE IN THE TANK IS TO ADD FUEL STABILIZER AND FILL THE TANK FULL.

MOST PUMP GAS TODAY CONTAINS 10% ETHANOL WHICH ABSORBS MOISTURE AND CAN BECOME CORROSIVE, IN ADDITION FUEL TENDS TO BECOME STALE OVER TIME FORMING SLUDGE IN THE CARBURETOR, LINE AND TANK.

THERE ARE DIFFERENT FUEL STABILIZERS AVAILABLE, I HAVE LEARNED THE ONE TO

LOOK FOR IS A PRODUCT CONTAINING
TOLUENE WHICH IS SOLUBLE WITH
THE ETHERS AND WATER AND WILL
BETTER MIX AND PASS THRU THE SYSTEM
UPON START-UP. ONE SUCH PRODUCT
IS STORE-IT - START-IT BY AGS COMPANY.
IT IS ALSO AN OCTANE BOOSTER.
IF YOU DO STORE YOUR CAR, CHANGE
YOUR OIL AND FILTER, PUT NEW ANTIFREEZE
IN THE RADIATOR OR AT LEAST DRAIN
SOME AND ADD SOME, THEN ADD FUEL
STABILIZER TO YOUR GASOLINE AND
FILL UP THE TANK TO THE TOP, AND
PUT YOUR BABY TO SLEEP.

HAPPY MOTORING



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Phone: _____ e-mail: _____

I will be bringing my R-R ____, B ____ Year: _____ Model: _____

Chassis No: _____ Coachbuilder: _____

The Atlantic Lady Interview

Editor's Note: : Mr. David Mark Vernon is employed by Bentley Motors. In response to my questions, he sent me the following narrative, and I will keep it as such. Thanks, Dave.

When asked to mention a bit about himself, Mr. Vernon replied: David Vernon, 42 years old, married to Deb for 21 years. Born in Crewe and lived here all my life.

I am company chauffeur at Bentley motors.

I have worked at the Pym's Lane factory for 24 years. My father and my wife's father both worked at the factory.

When I started working at Pym's Lane, Rolls-Royce was the dominant brand. The models made then: Rolls-Royce Silver Spirit and Corniche and the Bentley models were the Mulsanne and the early years of the turbos.

I remember the first alloy wheels being fitted to the car of one of our CEOs at the time, Dick Perry's company Bentley.

A large part of my time with the company was spent in the transport department. This meant being involved with all aspects of the company, from trips down to Cowley for the body shells, down to Hythe Road in London to Mulliner Park Ward with Corniches and the occasional Phantom, and delivering cars to all the dealers in the UK.

I was also involved in the movement of the cars in the company's historical collection, the 10hp, SU13, Silver Ghost AX201, the blower Bentley and even Old Mother Gun to name just a few.

Also, I was one of the drivers to be involved with the royal household, moving the state cars all over the UK, which meant visiting most of the royal palaces. Not many people can say they have stopped the night at Buckingham palace. That part of the job was a real honor.

For the last six years I have been company chauffeur which has me looking after our CEO, Dr. Paefgen, and the rest of the board members. Another part of my job is bringing customers to the factory. A lot of Bentley customers now come to Crewe to choose the specification for their cars. The customer gets a fantastic insight into what goes into making a Bentley, and the workers get to meet the people who drive the cars they make.

You can see a physical change before and after the visit. It seems after the tour they see their car in a different light, almost bringing the car to life.

A lot of people ask how the factory has changed since the companies split. The main difference is the investment in the company. In the past the cars were made in a traditional but old-fashioned way, but now we have state of the art technology blended with the traditional craftwork that makes Bentley so special; and we now have a product range to cater to all types of customers.



Courtesy of Ms. Jennifer Elliot of Bentley Motors

Mr. David Vernon at Crewe, England, with BC9FM, the company's
1957 S1 Flying Spur which is registered as VGX 853

On the chauffeur fleet we have an Arnage T and a Flying Spur. Both have very different driving characteristics.

The Flying Spur is in the new breed of Bentley, state of the art technology, very powerful, very safe. It's blend of wood and leather is what makes the Flying Spur so special, and it is a Bentley that tends to appeal to the younger customer, a more low-key Bentley. The Arnage, on the other hand, is more of a status symbol, a very traditional bespoke car, very powerful, very safe but it is not the car to rush—but rather a car to enjoy the experience of driving. The interior of the Arnage is as luxurious as it gets, the ultimate car to arrive in.

At the factory, we are now seeing the first of the Bentley Brooklands going out, and this for me is the ultimate Bentley and what we do best: a bespoke limited edition Bentley, each one made to its owner's unique specification, a very special car and a future classic.

During the time I have worked at the Pym's Lane factory, I have met lots of fantastic people and been to some amazing places, things you would never do working for another company—perhaps enough for a book when I retire. 🗝



Courtesy of Ms. Jennifer Elliot of Bentley Motors

Mr. Vernon at the wheel of BC9FM

Bill Wolf, Editor
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