

WINTER/SPRING 2014



The Atlantic Lady

A Publication of the RROC Atlantic Region



2014 ATLANTIC REGION RROC
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Cover photography: Michael Furman @ 2013 Courtesy of RM Auctions. *On the cover:* 42PY, a 1933 Rolls-Royce Phantom II Continental Sports Coupé by Freestone and Webb was a highlight of the Sotheby's/RM Auctions *Art of the Automobile* event. Don Rose of RM Auctions provided a private tour for Atlantic Region members held last November. *Story on page 56.*

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*The Atlantic Lady***

Targeted Audience: Reach those who have immediate and future needs for your products and services.

Your advertising supports *The Atlantic Lady* and the Atlantic Region. Our membership recognizes your contribution.

The Atlantic Lady reaches close to 400 households located in the Greater New York area. Many of our members own collector cars of all makes. If you want to reach this targeted audience, why not appropriate a portion of your advertising budget to *The Atlantic Lady*?

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Should you wish to contribute articles to the next issue of *The Atlantic Lady*, your completed material must reach the



CHAIRMAN'S MESSAGE

By Ed Goldman



Chairman Ed Goldman
(Photo by Bob Karpel)

The holidays are now a memory, our motor cars have been tucked away for the winter and the days are short and cold. Hopefully this issue of *The Atlantic Lady* makes you forget all this. Inside, you'll find many articles and features that are sure to make you think warm thoughts and get you excited for the year to come.

Our board members continue to work hard to provide the Atlantic Region members with interesting and fun activities to have with our cars and each other. The calendar will eventually be filled with favorites like the technical meet, the annual concours and picnics at Lime Rock Park and Greenwich Polo. I look forward to these events as do our fellow members that attend them each year. But I would like to see some activities or places on our calendar of events that we haven't seen before.

That's where I need your help. Our club operates like a well-maintained PMC when we have input from our membership. Help the Atlantic Region fire on all cylinders and host an event! Whether the event is a driving tour or house tour or a trip to a museum, hosting is fun and rewarding and we'll gladly help you navigate through the process.

I'm looking forward to seeing everyone at the next event.

Cheers,

Ed



FROM THE EDITOR

By Joanne Goldman

Joanne Goldman
Editor-in-Chief



Beauty is the evident thread present throughout this issue of *The Atlantic Lady*, starting with the cover photo, taken by famed automobile photographer, Michael Furman, courtesy of RM Auctions. Another case in point are the photos celebrating nature, architecture and motorcars taken at the *Gates & Estates Luncheon and Motor Tour* hosted by Peter and Barbara Regna. The Tuxedo Park setting and motorcars, captured by a myriad of member and guest photographers, inspired me to share extensive coverage of one of the best events the club is fortunate to have. (*Story, page 20*)

Several events since the last issue of *TAL* served as a backdrop to admire the beauty of our motorcars. The Americana Manhasset Concours d'Elegance (*page 66*) brought out Hugh Heller's Bentley R Type, receiving the red carpet treatment for the beautiful princess she is. A rainy Lime Rock Park event gave lucky raindrops a chance to rest on a 2013 Rolls-Royce Phantom. See the breathtaking photograph taken by Stanley Nayer in the story that begins on page 7.

What is collectible beauty? Members attending the *Art of the Automobile* event at Sotheby's heard an expert panel discuss the enduring qualities of motorcars and their increasing relevance in the art world. Their merits were enchantingly evident when RROC member Roger Willbanks recounted stories about his beloved 1933 Phantom II Continental Sports Coupé on display and up for auction at the event (*on this issue's cover; story, page 56*)

Our shared passion reminds us of the beauty of friendships from club participation and being in service. John and Joan Tembeck's hosting of the *Holiday Party and Annual Board Meeting* (*Page 72*) is a great example of members contributing to members. David Scott and John Palma, former and current Region V.P., Technical, respectively, provide articles on pages 14 and 50 to help you maintain and preserve your precious motorcar. Patrick Jehanno shares a charming story on page 16 about how he acquired his 1973 Corniche. His candidness, and invitation to visit him in Hudson, New York, will draw you in.

Let's say a collective "thank you" to our advertisers and event sponsors. They join us in enhancing *TAL* and our overall club experience. Successful partnering is a beautiful thing!

Finally, let's give a warm welcome to new members. You provide us with new enthusiasm, new perspectives, and an assurance that our club, like the beauty of our cars, will endure!

Enjoy!

Joanne

TABLE OF CONTENTS

Chairman’s Message	3
From the Editor	4
Atlantic Lady Updates	6
A Rainy Weekend at Lime Rock Park	7
Parts Availability for Early Post War & Pre War Motorcars	14
Member Profile: That Old, Familiar Smell.	16
Gates & Estates Luncheon & Motor Tour Wows Members	20
Introduction to Hydraulic System Mineral Oil (HSMO) ...	50
Art of the Automobile.	56
Membership News	64
Americana Manhasset Concours d’Elegance	66
Calendar of Events	70
2013 Holiday Party & Annual Board Meeting	72
Atlantic Region Classifieds	80
Atlantic Region Regalia	82

ADVERTISERS

Deluxe Car Storage	49
European Foreign Classics Ltd	Back Cover
Floyd Nower	82
Howard Krimko	65
International Motor Car Repair	82
Jake Matthews Photography	82
Madison Insurance Group	Inside Back Cover
New Vernon Coach & Motor Works	65
Palma Classic Cars	52
RM Actions	71

The Atlantic Lady

The official publication
for the RROC Atlantic Region

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Do you take photos
at club events?

Have a story about your car
you’d like to share?

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ATLANTIC LADY UPDATES

By Joanne Goldman

The mailing stamp on the envelope of the Summer / Fall 2013 issue of *The Atlantic Lady* featured Walter McCarthy's 1921 Springfield Silver Ghost RRCCW Pall Mall (53UG). The photo (*right*) on the stamp was taken by Ed Goldman on the concours field at the Region's annual event held last year at the Seawanhaka Corinthian Yacht Club.

Right: 53UG.



Correction: The article (page 42) entitled *A Relaxing Day at the Greenwich Polo Club* appearing in the Summer/Fall 2013 edition of *The Atlantic Lady* referred to Matt and Amy Moran's open body 20/25. The Moran's have a 1925 Twenty H.P. Melhuish tourer (GNK32). *TAL* regrets the error.

Right: GNK32.

(Photos, this page,
by Ed Goldman)



A big "Thank You!" to all members in response to the Summer/Fall 2013 issue of *The Atlantic Lady*. *TAL* appreciates the positive feedback.



A RAINY WEEKEND AT LIME ROCK PARK

By Stanley Nayer



Above and below: The rain didn't deter members from coming out for the day.



It was a rainy, rainy weekend, but many diehard Atlantic Region members came to the Lime Rock Park *Sunday in the Park* event on September 1st of last year.

There was a fantastic array of cars including Morgans, Aston Martins, Austin Healeys, and, of course, our Bentley and Rolls-Royce motor cars.

(All photos for this article by Stanley Nayer)

The rain held out, but then a quick moving cloud (*a rain cloud, not a Silver Cloud!*) caught many owners with rag tops by surprise, including a beautiful 2013 Rolls-Royce Phantom drophead coupe owned by Jim Shi with the top down. Many members were walking the mile-and-a-half track admiring cars when the rain came.

Thanks to Charles Roy and Nathalie Gingras, who offered the shelter of two tents, many of us took the opportunity to stay dry and talk to one another.



Above: (*Left to right*) Thomas Gibb, Charles Roy and Robert Lindgren.

Opposite and below: A 2013 Rolls-Royce Phantom drophead coupe, top down, sings in the rain.







There was representation from the St. Lawrence and Iroquois RROC regions. Kathy Keniston and Henric Post brought their 1990 Rolls-Royce Silver Spur II.

I returned to Lime Rock on Labor Day (Monday) for the races. It stormed in the morning, but by noon the rain had stopped. The track dried off by 2 pm when the races began. Seeing some of the cars dating back to the 1930's made for an exciting afternoon.

Above: Charles Roy's 1995 Bentley Continental R coupe (BBS-52289). Below: Umbrellas attempt to protect Thomas Keppler's 1952 Silver Dawn, Park Ward drophead coupe (LSHD58).





**The Atlantic Region
of the Rolls-Royce Owners' Club**



**2014 Winter Gathering Luncheon
Harvard Club of New York City
Saturday, February 22, 2014
11:30 am — 2:30 pm**



Michael Furman @ 2013 Courtesy of RM Auctions

Guest Speaker: Don Rose, Car Specialist, RM Auctions

Topic: “*Demystifying the Auction Process*”





EVENT DETAILS

Location: Harvard Club, 35 W 44th St, NYC (Biddle Room)

Time: 11:30 am — 2:30 pm

Cost for private, buffet luncheon and speaker:
\$60/member, spouse, partner; \$85 for guests

Attire: Jacket & Tie for men; comparable for women

Contact: Tracy Varnadore at (646) 413-1119 (cell)
or Tracy.Varnadore@Outlook.com

Parking: Metered on Saturday. Hippodrome/Edison Park
Fast garage is conveniently located at 50 W. 44th St.
between 5th & Avenue of the Americas.

Don Rose joined RM Auctions in 2006, after many years of professionally trading sports and classic cars, and after earning a reputation as a noted importer of European classics while living in London, England. Now residing in the Boston area, Don serves as the vice-chairman of the Aston Martin Owners Club North America and the editor emeritus of its magazine, The Vantage Point.

Most knowledgeable about cars produced between 1945 and 1985, Don specializes in Aston Martin and sports and GT cars. He is also interested in European marques and the relatively new area of Japanese collector cars. A life-long automotive enthusiast, Don has a personal collection of historic race cars and has participated in a variety of road rally events, such as the Carrera Panamericana and the Mille Miglia of Argentina (Mil Millas).

The culmination of his life-long interest in both cars and James Bond was realized when Don consigned the 1964 Aston Martin DB5 James Bond film car to RM’s 2010 London sale, and subsequently went on a world tour promoting the car.

In Don’s own words, “It turned my hair grey and added five pounds; I didn’t sleep for months, and I loved every minute of it!”

Attendees' Names: _____

Member's Address: _____

Member's Phone #: (_____) _____

Member's Email Address: _____

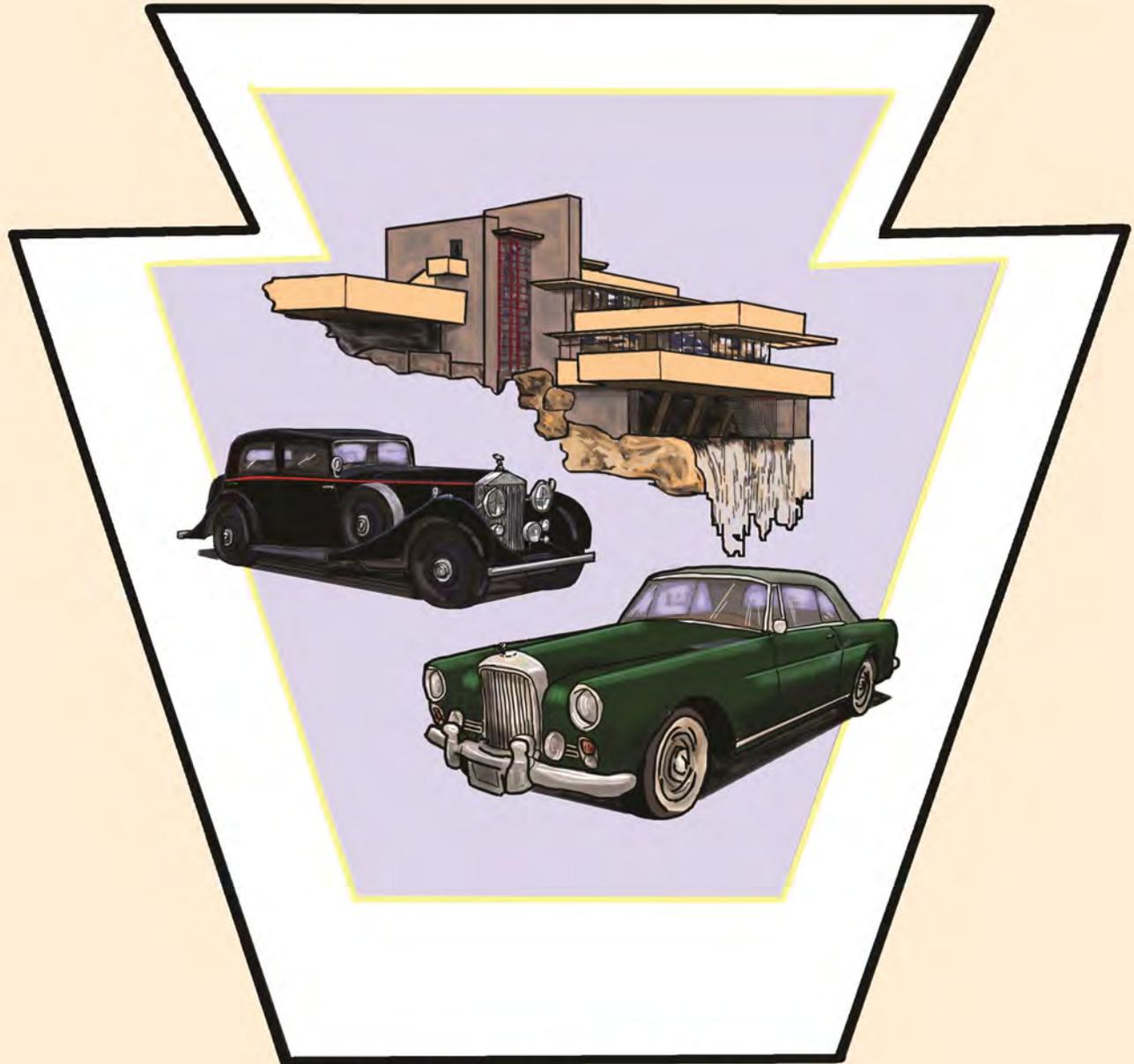
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_____ Guests at \$85 = \$_____

Mail to:
**Atlantic Region Winter Gathering
c/o Tracy Varnadore
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Union City, NJ 07087-2333**

The Wright Place To Be

SEVEN SPRINGS MOUNTAIN RESORT



Rolls-Royce Owners' Club
Annual Meet
July 28 to August 2, 2014

Former Atlantic Region member, Bernie Pinsker is co-chairman of the 2014 Annual Meet to be held on July 28-August 2, 2014 in Seven Springs, Pennsylvania. The location is about an hour east of Pittsburgh and 5 1/2 hours from the Lincoln Tunnel.

Several Atlantic Region members have already indicated they will be attending.
Mark your calendar and join the fun!



PARTS AVAILABILITY FOR EARLY POST WAR & PRE WAR MOTORCARS

By David Scott, Ph.D.

In recent years, acquiring replacement parts for motorcars in need of repair has become quite challenging. Many high demand replacement parts are still being produced and available through Crew Spares, your Rolls-Royce / Bentley dealer, or through aftermarket distributors. But good luck if you are in need of a part which is NLA (no longer available). What do you do now? The following are several options which may be helpful.

1. Locate a used, rebuilt part which is guaranteed.
2. Purchase a used part. This is sort of pot luck. You do not know what you are getting; the part could be useable or might be in worse condition than the part you are looking to replace.
3. Some parts, including motors, heads, transmissions, electrical components, etc. can be rebuilt, but this depends on the

availability of necessary components.

4. Have the part made. This can be quite costly since you are only ordering one. This can be accomplished utilizing the original failed part for a pattern or through the original factory drawings.

For pre war motorcars, there are quite a few reliable firms manufacturing popular, high demand components, utilizing original Rolls-Royce and Bentley drawings, and materials equal to, or superior to, original materials. If you are fortunate, you will be able to take advantage of these.

Many shops, including my own, are constantly acquiring obsolete, NOS, and used parts for inventory, as well as rebuilding parts. As the old saying goes, “You never know when you might need it.” If you see a part you might need, buy it when you can get it. You can always sell it when you decide to sell your motorcar.

Right: Rolls-Royce pre war head being rebuilt in David Scott's machine shop.





Left: This left hand drive Phantom II carburetor was found at the Hershey Swap Meet and has since been rebuilt. It was originally fitted to chassis 228AJS which was dismantled in 1952.

*(Photos for this article
provided by David Scott)*

**2014 Hershey Swap Meet
Hershey, PA**

October 8 - 11, 2014

**Note: This is an event of interest
and not an RROC event.**

**For additional information, go to:
www.hersheyaaca.org**

A word of caution now: Of late, many parts for early post war motorcars (MK VI, R Type, Silver Dawn, Silver Wraith, Silver Cloud and Bentley S series) have been appearing in the marketplace. A good many of these parts are being made in China and selling at deeply discounted prices. It has been my observation that they have been reverse engineered without regard to materials used or quality. Many of these parts are prone to premature failure if you can get them to work at all.

Sources for parts vary considerably, depending on what you are in need of. For example, you'll find parts advertised in *The Flying Lady*, on the RROC website (www.rroc.org), and eBay. Stay away from parts, especially brake parts, made in China, being offered on eBay.

Automobile swap meets are another excellent source. The Hershey Swap Meet held every fall is one of the best. Last fall I hit pay dirt in Hershey. I found an original left hand drive Phantom II carburetor. Only 125 were ever made, and only three left hand drive PII chassis were ever dismantled. This was a wonderful find!

Lastly, don't get discouraged, call around; someone may have the exact part you are in need of sitting on a shelf. GOOD LUCK.



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MEMBER PROFILE: THAT OLD, FAMILIAR SMELL

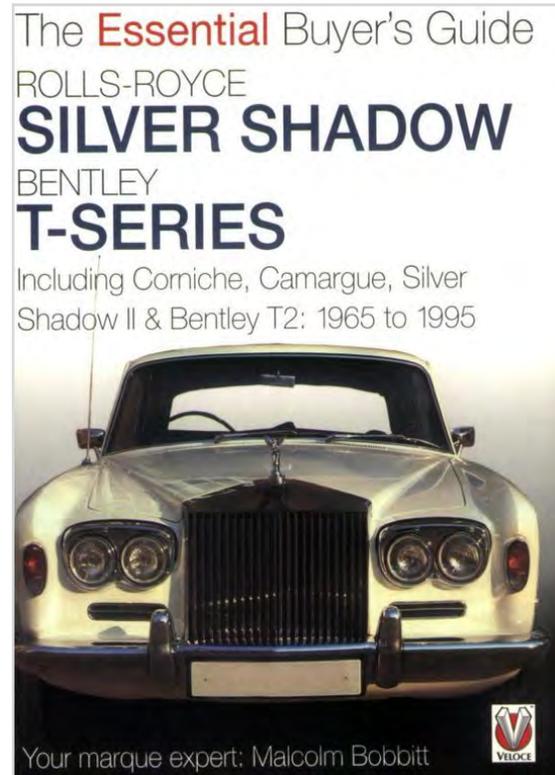
By Patrick Jehanno

I grew up in the South of France, Cannes, where luxury and fast cars could be found on the road or parked in the main entrance of every palace. As a teenager, driving my moped on my way to work, I spotted a Corniche coupé in the front of the Hotel Gray D'Albion where I worked as a cook apprentice.

I promised the parking valet a treat from the restaurant if he would open the door and let me sit in the driver side for a minute. Well, after my minute with the car, I will remember the smell of the car for the rest of my life! I wished that day, should I have the chance, to own one.

Twenty-five something years later, looking through Hemmings, eBay and other publications, I realized it wouldn't be easy to find a very good one to fit my budget. I bought the book, *The Essential Buyer's Guide Rolls-Royce Silver Shadow, Bentley T-Series* and read it cover to cover. I went back online, found one in Chicago, flew there and, after my own evaluation, decided the car needed too much work.

A few months later in February 2011, I found another one in Michigan from the estate of Mr. Charles Clarence Starks. I did my evaluation again having the two cars to compare. I just knew the overall car was okay, the color combination was nice, and the car was telling me, "Take me home with you and take care of me," or maybe it was the



other way around, I'm not sure, but I knew she was the one, for better or worse!

The special smell was back, so I made my little deal and went back home. It was like buying my first car again. I was looking at pictures every day.

It took over one month for the car to arrive at my house. I was so happy! Even my wife's first reaction was great when she met the Rolls for the first time rolling off the eighteen wheeler truck.

Well it did not take long for my first failure to proceed! So I sent the car to Rochester to

Mr. Doug Seibert's garage. Oh, boy, my evaluation and his were not the same! The truth was coming out; it was going to be a lot of work. Maybe the first car wasn't so bad after all?

We agreed on making the Rolls safe to drive for now. Well, I was sick at the time with lyme and arthritis, so the car was sick, too. She doesn't leak, just marks her spot! Okay, no big deal.

The car is a daily driver for now, and maybe down the road, after restoration, a little bit at a time, the Rolls will be back to the top condition she deserves, and maybe she can compete in the Region Annual Concours.

I own a small café restaurant in Hudson, New York, LE GAMIN COUNTRY, on Warren Street with my wife Astrid. We opened in March 2007 in the lovely town with antique dealers and good restaurants. We have savory crepes, salad, sandwiches, Panini, soup, and of course, desserts, along with café au lait, beer and wine.

The décor is very unique for a restaurant. I have long-loved antique automobiles and old service stations, vintage gas pumps, porcelain signs, pressed tin signs, relics you wouldn't expect for a French café, but I love everything to do with cars and motorcycles.



Above: The Jehanno's 1973 Rolls-Royce Corniche Mulliner, Park Ward coupe (CRB17149)
(Photo courtesy of Patrick Jehanno)

The café takes a lot of our time, especially on the weekend, so we miss all the fun you have with your cars and friends at those beautiful events. But I get *The Atlantic Lady* publication, so I see you guys are having fun from the pictures of your cars at the nice events organized by the members. Maybe some time there will be an event where we can meet or have lunch or even a golf game on a week day so I can meet some of you and your cars in warmer weather.

Patrick Jehanno

Editor's Note: For several years in the recent past, prior to Patrick joining the Region, Ed and I would take our Silver Cloud to Hudson, stay overnight at a bed & breakfast, then join Atlantic Region members at Lime Rock Park on Labor Day weekend. Our favorite place for breakfast or lunch on Warren Street has always been LE GAMIN COUNTRY. The woman who owned the restaurant was always pleasant, and the food was very good.

You can imagine how our initial conversation went when I realized new member, Patrick owned the venue and Astrid was his wife!

LE GAMIN COUNTRY
609 Warren Street
Hudson, NY 12534
518.828.2885



Above: Patrick and Astrid Jehanno, with the Spirit of Ecstasy by their side, at their restaurant, LE GAMIN COUNTRY, in Hudson, New York. (Photo courtesy of Patrick Jehanno)

Below: Ed and Joanne Goldman's 1961 Rolls-Royce Silver Cloud II saloon (SZD477) on Warren Street in Hudson, NY. (Photo by Ed Goldman)





SAVE THE DATE

MARCH 29, 2014

THE KEYSTONE REGION ROLLS ROYCE OWNERS CLUB in association with
THE ATLANTIC REGION & CHESAPEAKE REGION ROLLS ROYCE OWNERS CLUBS

invite Rolls Royce & Bentley Club members and guests to

Spring Fling at The Simeone Car Museum

Chosen by International Historic Motoring Awards in London as "Museum of the Year."

Saturday ~ March 29, 2014 ~ 5pm - 9pm



Entertainment by Club Phred
Seven piece Rock & Roll Band

Dress to Impress for the Spring Best Hat Contest
Dress Code ~ Business Savvy to Black Tie Attire

5pm ~ 6:30pm Wine Reception & Hors d'oeuvres
Dinner, Dancing & Entertainment 'til 9pm
8pm Silent Auction & Hat Contest Winners

"Hats Off" Awards

Various categories, men & women may enter
**Most Unique * Most Intriguing * Most Stylish*
**Most Creative * Best of Show **



HOSTED BY Keystone Members

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BARBARA ANN ZIPPI
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Text or Call 610-766-1737

Invitations to follow by Mail

About The Simeone Museum

One of the world's greatest collection of racing sports cars. Dr. Frederick Simeone, a renowned neurosurgeon, assembled this collection of over 60 of the rarest and most significant racing sports cars ever built during a span of 50 years. Minutes from I 95, by the Philadelphia Airport, Secure Parking Museum: 6825 Norwitch Drive ~Philadelphia, PA 19153 **** Overnight accommodations: Concordville Inn details to follow**** Tickets \$65/person



GATES AND ESTATES LUNCHEON AND MOTOR TOUR WOWS MEMBERS

By Joanne Goldman

Once every five years or so, members Peter and Barbara Regna graciously invite our club to historic Tuxedo Park, New York for a luncheon followed by a tour of select homes in their community. Members in attendance in years past refer to the event as the most notable and unforgettable the club holds. The sold out “*Gates and Estates Luncheon and Motor Tour*” held last September was in keeping with the reputation that preceded it.



Above: Outside the Tuxedo Club.
(Photo by Jake Matthews)



Above: John Cory graciously provided a sampling of cars from his collection. See more photos on page 29.
(Photo by Fred Conrad)



Left: A BMW is towed from the parking lot to make room for our PMCs.

(Photos this page by Jake Matthews)

Tuxedo Park, nestled in the Ramapo Mountains of Orange County, New York, was envisioned by Pierre Lorillard, a tobacco millionaire and sportsman in the 1880's. The 5,000 acres of land became the launching point for an exclusive, gated community of 19 "cottages" and thirty miles of roads. While there are several more residences than there were back then, Tuxedo Park remains largely as it was, much to the delight of our members visiting for the day.



Above: Don Fish arrives in his 1977 Rolls-Royce Silver Wraith II LWB saloon (LRF31546).

The amount of planning and organizing by Peter and Barbara, in coordination with Tuxedo Park personnel, was extraordinary. Their efforts were immediately apparent, as Rolls-Royce and Bentley motorcars were greeted and readily waved through at the private gate of the community. From there, “RROC” signs placed thoughtfully along the route to the Tuxedo Club provided another clue to the care our hosts took to ensure a fabulous time.



Above: Gerry Dolezar and Sonja Corbin’s 1953 Bentley R Type saloon (B97SP). *(Photo by Jake Matthews)*



Above: A partial line up of motor cars at the Gates and Estates 2013 event. *(Photo by Bob Karpel)*



Above: Bevy of beauties outside the Tuxedo Club. *(Photo by Ed Goldman)*

Below: John Matsen (left) and Dennis Nash catch up in the parking lot. *(Photo by Jake Matthews)*



Early arriving guests were welcomed with coffee and pastries provided in the parking lot. One-by-one, PMCs of all models and years arrived. All told, there were forty PMCs at the event that day.



(Photo by Fred Conrad)



Right: Lenny Babbish and Sol Fox brought their 1980 Silver Shadow II saloon (SRL41698C) to the event.

*(Photos, this page, by
Jake Matthews)*



The weeklong threat of thundershowers prior to the event miraculously dissipated. The event was graced with beautiful weather, allowing members to welcome each other among the mounting number of motorcars.



Above: Berit and Bill Hirsch.
Right: Martin Gilbert and Hugh Segner arrive.





Above: Sunday Best.

(Photo by Jake Matthews)



Left (*left to right*): Chris and Eva Trefz along with Joan and Ernie Trefz, with Ernie's 1961 Bentley S2 Continental Park Ward drophead coupe (BC45LCZ).

(Photo by Bob Karpel)

Our hosts had also arranged to have two lovely ladies, Alexa Clark and Katie Demure, greet members and guests. They were delightful and helpful throughout the day.

As people arrived for the event, the director of catering was asking his staff if they had any Grey Poupon for the reception table to go with plated pretzels. Overhearing the request, one of our club members (okay, it was yours truly!) replied, "But of course! We

keep a jar in the glove compartment of our Silver Cloud in case someone asks for it."

Chairman's tip: Empty a Grey Poupon jar of the contents. Find or mix paint the color of the mustard. Put a dollop of paint inside the jar, swish it around until the inside of the jar is fully coated. You'll have Grey Poupon without the danger of having mustard all over your PMC, should you stop short on a tour!



Above: Three pretty ladies. Katie Demure (center) and Alexa Clark (right).

(Photos by Joanne Goldman)

Right: Herb and Margaret Sailer.



Left: No shortage of Grey Poupon!

(Photo by Bill Wolf)





Views of the lake from the patio of the Tuxedo Club were enhanced by four cars from John Cory's collection. Elegant, stately and majestic homes dotted the landscape surrounding the lake, accessible only by winding roads.

Above: John Cory's 1959 R-R Silver Cloud I Series F Mulliner drophead coupe (LSJF204) (*forefront*) with his 1959 Bentley S1 Hooper LWB (LALB28). Right: 1959 R-R Silver Wraith James Young limousine (LHLW4). (*Photos by Fred Conrad*)



Below: LHLW4 (*right*) is joined by John's 1961 4-door Bentley S2 Continental James Young saloon (BC77LCZ) (*Photo by Bob Karpel*)



Guests were called away from the dreamy vista by none other than Peter Regna, himself.

Right: Members mingle on the patio.

(Photo by Bob Karpel)

Below left: Host Peter Regna summons guests to lunch.

(Photo by Bill Wolf)

Below right: A Bentley beauty with Villa Regina in the distant background.

(Photo by Jake Matthews)





Left: John Cory entertains the group.

(Photo by Joanne Goldman)

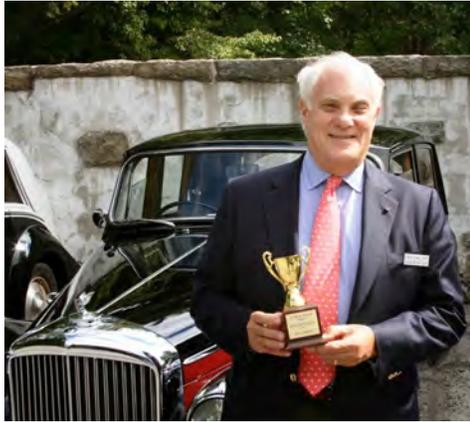
Once seated, Peter welcomed everyone and reviewed the day's program. Tamer and Amra El Rayess, hosts for the first residence we were to visit, joined us for lunch. There was an audible, delighted gasp, as Peter announced the second home belonged to the founder of 1stdibs.com, Michael Bruno and his partner, Alexander Jakowec. The tour would end at the Regna's abode, where they would provide a proper sendoff.

The impeccable waitstaff at the Tuxedo Club served the luscious menu while John Cory roasted Peter and Barbara and poked fun at a few members and several of his own guests. All in good spirit, of course!

And speaking of fun, Chairman Ed Goldman handed out "Gates and Estates 2013" awards. The lovely registration ladies were on hand to present trophies to the lucky winners. However, everyone knew the best was yet to come, as lunch was adjourned and it was time to assemble the caravan for our first stop: the El Rayess residence.



Above: 2014 VP of Membership, Rich Halprin with his sweetie, Elise Liebowitz. *(Photo by Bob Karpel)*



Above left: Hugh Heller's R Type won the Most Sensual award. Above right: The Ladies' Choice Award went to Robert Lindgren and Thomas Gibb for their 1948 Silver Wraith (WCB61).
(Photos by Bob Karpel)

GATES & ESTATES AWARDS		
AWARD	WINNER	CAR
Pre-War Favorite	Scott Ammarell	1927 Springfield Phantom I Brewster Piccadilly S140RP
Most Romantic	Bob Horowitz	1999 R-R Silver Seraph saloon LAX-01703
Most Sensual	Hugh Heller	1954 Bentley R Type Hooper saloon B75ZX
Leak-Tight	Don Fish	1977 R-R Silver Wraith II LWB saloon LRF315-46
Least Improved	Joe Marley	1988 R-R Silver Spur III X22801
Neat Nik	Chris Trefz	1997 Bentley Azure drophead coupe KBV-61062
Howard Award	Herb Sailer	1953 Bentley R Type saloon B398TN
Brace + 2 (or more!)	John Cory	1959 R-R Silver Wraith James Young limousine LHLW4 1961 4-door Bentley S2 Continental James Young saloon BC77LCZ 1959 R-R Silver Cloud I Series F Mulliner drophead coupe LSJF204 1959 Bentley S1 Hooper LWB LALB28
Ladies' Choice	Robert Lindgren & Tom Gibb	1948 R-R Silver Wraith Hooper WCB61
Atlantic Lady	Joanne Goldman	<i>"For our own Atlantic Lady"</i>
Winner Overall	John Cory	1959 R-R Silver Cloud I Series F Mulliner drophead coupe LSJF204



Left: The Neat Nik Award went to Chris Trefz for his 1997 Bentley Azure.

(Photo by Bill Wolf)



Above left: Award recipient Joe Marley. Above center: Robert Lindgren and Thomas Gibb accept their award. Above right: Presenter Ed Goldman with Atlantic Lady trophy winner Joanne Goldman.

(Photos by Bill Imre)

Assembling a collective caravan of forty or so Rolls-Royce and Bentley motorcars is no easy task. However, the Tuxedo Park police did a spectacular job of escorting and directing everyone around the scenic lake. But the hospitality of the Tuxedo Park community extended well beyond that. For example, the Rapaille's, neighbors of the El Rayess family, permitted twenty or so of our cars to park in their driveway during the first leg of our motor tour.

Right: Tuxedo Park police took good care of us throughout the day.
(Photo by Joanne Goldman)

Below: The tour begins. *(Photo by Fred Conrad)*





Above left: The El Rayess Residence. Above right: The pool was a showstopper. *(Photos by Bill Imre)*

In order to really appreciate the El Rayess Park and embark on a vision that has taken House beyond the obvious beauty and rich several years to realize. Touched and in- architecture, Tamer El Rayess, our house trigued by his abbreviated story, *TAL* fol- host, spoke to members candidly about how lowed up with Mr. El Rayess for the whole he and his family decided to live in Tuxedo story after the event.

Below left: Magnifique! *(Photo by Ed Goldman)* Below right: The French chateau was ultimately designed by Jim Collins. *(Photo by Jake Matthews)*



In 2001, Tamer and Amra El Rayess were both with Goldman Sachs. Surviving for several hours in the basement of Goldman Sachs on 9/11, they feared the worst as they watched television. Had WWII started?

Upon learning the Pentagon was hit, they were certain the actions were that of a foreign nation. Clearly, a decision had to be made. The couple could sit in the basement and wait for a nuclear bomb to hit New York City, or they could get out.

At the time, Tamer had investments in some restaurants in Brooklyn. There was food in their restaurants and a means of protecting themselves. If they could make it there, and had enough people they knew, they could set up a protection zone, if this was to be a prolonged, protracted siege.

Upon leaving the basement, they saw ash everywhere. Using paper towels to cover their mouths, Tamer and Amra walked across the bridge to Brooklyn. Thankfully, WWII hadn't started, however, as was the case with many New Yorkers, 9/11 shifted Tamer's perceptions from that day forward.

"When you survive something like that, having been in the middle of it, it crystalizes in your psyche," Tamer explained.

Mr. El Rayess had what he referred to as "primitive thoughts" about survival. The post-9/11 survival mode shaped Tamer's approach to finding a safe, suitable place to call home. For one, moving out of New York

City was imperative. He drew concentric circles far enough from the city, yet commutable for work. While this isn't unusual in and of itself, this requirement was based partly on fears of a future nuclear blast. Should this ever occur, Tamer's wife and children needed to be a safe distance from ground zero.



Above: The El Rayess Family.
(Photo by Bill Imre)



Above: Elegance and beauty personified. *(Photo by Jake Matthews)*

Tuxedo Park was a suitable surrounding. Tamer looked at the older, historic mansions, but didn't find them conducive to his protective needs. They would need to be retrofitted to his family and modern times. In order to realize his dream, Tamer would have to build. As it happened, Peter Regna, our Gates & Estates host, was chairman of the Board of Architectural Review at Tuxedo Park. He encouraged Tamer to go beyond

his vision of a unique, beautiful home and build something really special. Tamer joked about Peter firing up his ego. Fortunate to have the resources to pursue a "no budget, no compromise" project stance, Tamer wanted nothing but the best. Fueled by both ego and a desire to leave a lasting legacy for his children, he embarked on creating a self-sustaining architectural structure of beauty in 2001.

Planning and design for the house which was to be built from the ground up began in 2002. The five-year process involved four different architects, six different engineering firms and several attorneys.

“The contractor asked me several times, ‘why do something no one will see?’ I knew it would be there. I wanted it to last for several generations,” Tamer explained.

At this point in the interview, the similarities of the home design and building philosophy began to gel with that of our Bentley and Rolls-Royce motor cars. If you’ve ever seen the veins on the inside of a Silver Cloud’s hand soldered grill, you know the detail and precision that is hidden from view, but important to the overall quality of the car. No doubt, Tamer’s values of beauty, workmanship and sustainability in his home resonated as such with our members.

Further similarities became apparent as Tamer described his efforts to create a fort that could protect for protracted periods of time, but also be incredibly beautiful. Anyone who have ever sat in the backseat of a 5,000 pound Rolls-Royce or Bentley knows the feeling of safety.

The obvious beauty of the home was more than skin deep. The goal of keeping the modern home affordable for future generations focused on utility. Several measures accomplished this. For example, the geothermal system takes the seasonal heat and coolness from the ground and transfers it to the home to fully heat and cool it year round

with fossil fuels. (There is some electricity to run some of the pumps.) Solar panels will be installed, however, the commercial generator serving as a backup for electricity is already in place.

Another example of self-sustainability is the underground water system. In case of emergency, there needs to be plenty of both drinking and irrigation water. Concealed, interior gutters drain into two large tanks. There are 4,000 gallons of rainwater underground, plus runoff from the street along with an underground irrigation system.

The former Ferrari and Ducati owner has less time and interest in enjoying passions from a more carefree time in his life. With his changed perspective from marriage, family and 9/11, Tamer is more attuned these days to the sensibilities of a new Rolls-Royce Wraith with the fine craftsmanship, beauty and protection it provides, though he hasn’t purchased one just yet.

On behalf of our club, we appreciate Tamer’s candidness for this article and the hospitality of his family for the Gates & Estates tour.



(Photo by Jake Matthews)

The caravan to the Bruno house, the second under Jakowec, were attracted to Tuxedo on the tour, provided members and their Park because of the beautiful Alpine setting guests with a northern view of the lake. with gorgeous old homes all within an hour Tuxedo Park residents driving along the of Manhattan. Mr. Bruno, the founder of route delightedly stopped to watch the parade of motor cars go by. According to Barbara Regna, the community was still abuzz for “the most beautiful things on earth” loves about the parade of PMCs months after the square foot Georgian home is a fine example of that philosophy (as are our cars!)

Our second hosts, Michael Bruno and Alex-



Above: Our host, Peter Regna, directs Tuxedo Park traffic in style! (Photo by Joanne Goldman)

Nathan Laliberte, covering the event for *The New York Times*, had the good fortune to ride in the rumble seat of Scott and Debbie Ammarell’s 1928 Springfield P1. Coverage of the event first appeared online in *The New York Times* “Wheels” blog dated September 26, 2013 with the headline “Do You Have Any Grey Poupon? Rolls-Royce and Bentley Owners Cruise Tuxedo Park.” (The article is available without a subscription through an online search.) It was subsequently published in print in the Sunday, September 29th *Automobiles* section of *The New York Times*. A separate article written by Stuart Cohen of 1stdibs.com appeared on the [1stdibs.com](http://www.1stdibs.com) website thereafter.





Above: Forty PMCs lined the Bruno House driveway. *(Photo by Bill Wolf)*



Left: On display at the Bruno home!
(Photo by Ed Goldman)

Our hosts took great pleasure in opening their doors to us. The eclectic collection of furnishings throughout reflected a casual elegance at every turn. The view from the veranda was heavenly, as was the meadow beyond the expansive driveway where our motor cars were displayed.

(Photo opposite by Ed Goldman)



(Photos by Jake Matthews)



Right: Hugh Segner (left) and our house host, Michael Bruno.

(Photos by Jake Matthews)

Below: Lenny Babbish.



Our event host, Peter Regna, took every precaution to ensure no PMC would be left behind. Mechanics and experts were personally invited to the event, should there be a failure to proceed along the tour route. Atlantic Region members John Palma, Jeff Palmero and Steve Aiello, along with Greg Hellstern, were graciously present, but thankfully not called upon, to service any cars that day!

Photographers, however, were out in full force, capturing magic moments occurring in and out of cars. *TAL* gives special thanks to Atlantic Region members Bob Karpel, Bill Imre, Bill Wolf, among others, with valuable contributions from Jake Matthews, Barry Sutton and Fred Conrad.



Above: Bill Wolf on Bill Wolf.

(Photos by Bill Wolf)

Right: Bill Imre works his magic.





Above left: Bob Karpel and Carol Sherman en route to “Villa Regna” in their 1979 Silver Shadow II saloon (SRK36327). Above right: Bob and Lillian Chapman are part of the caravan in their 1977 Corniche Mulliner, Park Ward drophead coupe (DRF30105).

Right: Don Fish follows suit in his 1977 Silver Wraith II LWB saloon (LRF31546).

(Photos, this page, by Jake Matthews)

The grand finale of the motor tour, just a short distance from the Bruno home, was the Regna residence. The Regna’s live in one of the original homes of the Tuxedo Park community. Peter and Barbara lovingly restored the house and infused it with art and antiques collected over the years.

As beautiful as the décor was, it was the garage that many a member made a beeline for! The Regna collection of Rolls-Royce and Bentley motorcars were on display at the Tuxedo Club and then parked elsewhere. There were, however, a few prancing horses and a raging bull to the delight of those who peeked in!



Above: Villa Regna décor.



(Photo above and right by Jake Matthews)



The only thing more beautiful than the home of our hosts was their generous hospitality.



(Photo above and right by Bill Imre)





Above: "The Hacienda" home of the Regna's with a sampling of members' cars. *(Photo by Jake Matthews)*

The veranda was the perfect place to relax with friends after the long day. Some members commented that the view of the lake from the Regna's veranda was as good, if not better, than Lake Como, Italy.

Truffle popcorn, delectable hor d'oeuvres, and refreshments were provided. Assorted

brownies and cigars made the close of the day that much more memorable. Lovely ladies Alexis and Katie dispensed travel snacks in soft lunch boxes with the "Tuxedo Park" logo on them, providing the finishing touch of Barbara and Peter's hospitality.



Left: The After Party.
(Photo by Bill Wolf)



What an
amazing day!

*(Photos this
page by
Jake Matthews)*



Above: Scott LeFebvre (left) with new Director-at-Large, Joe Marley.
Below: Event hosts Barbara and Peter Regna.



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INTRODUCTION TO HYDRAULIC SYSTEM MINERAL OIL (HSMO)

By John Palma

First article in a series.

What is the proper hydraulic system mineral oil for our proper motorcars?

The Rolls-Royce and Bentley Motorcar Company specified the use of a specially-formulated hydraulic system mineral oil, which uses hydraulic pumps to power and distribution valves to drive the components of the hydraulic system for the braking and rear suspension leveling systems on the early (post-war) model range of motorcars with chassis numbers from 50,001 on. Chart 1 (*next page*) shows fluids that are only compatible with early hydraulic systems. Chart 2 (*page 55*) compares compatible hydraulic system mineral oil and their brands *for late modern cars only*.

The advantages of using hydraulic mineral oil for the braking and leveling systems.

1. The lubricity is much better and it has a high stable viscosity. It reduces the friction and stops the wear of components that have internal moving parts with very tight tolerances used on hydraulic system controlling valves. It also extends the service life of the hydraulic system components.
2. Hydraulic mineral oil is less chemically active than RR363 brake fluid. Therefore, it won't have such a disastrous effect on the paint work, if accidentally spilled.
3. Unlike RR363 brake fluid, mineral oil is not hygroscopic; it doesn't attract water. This reduces internal corrosion and avoids the occurrence of vapor lock in the braking system.
4. There is an extended service life of 60,000 miles before replacement of the hydraulic system mineral oil is needed when compared to RR363 brake fluid.

The disadvantages of using hydraulic system mineral oil for the braking and leveling systems.

1. Using the wrong fluid when replenishing will cause cross contamination of the hydraulic system mineral oil.
2. The use of the wrong hydraulic system fluid will be disastrous for all the rubber materials in the braking and rear leveling system components that come in contact with it. There are no exceptions to this. Even the smallest amounts can result in very expensive repairs.
3. If there are dissimilarities of rubber materials used in the hydraulic system components and the wrong fluid is used, the rubber seals and the flex hoses will rapidly deteriorate. The same reaction will occur for chassis numbers earlier than 50,001 with early RR363 brake fluid hydraulic systems.

Chart 1—Fluids that are only compatible with early hydraulic systems

Factory recommended, hydraulic system petroleum-based mineral oil for braking and leveling systems:		Non-factory, alternatively-compatible hydraulic system mineral oil for braking and leveling systems (alternatives to Castrol):	
<p>Castrol Mineral oil based fluid (HSMO) Part # BC-5965</p>		<p>TRW LHM, Plus Part # PFM201</p>	
<p>Rolls-Royce & Bentley Same Castrol as above, but Part #UT 3741PA</p>		<p>Pentosin CHF 7.1 Part # 1404106. No longer available.</p>	
<p>Total LHM Plus Factory recommended alternate to Castrol (HSMO)</p>		<p>Pentosin LHM+ Not recommended by Rolls-Royce as an alternative</p>	
		<p>Comma LHM Plus Part #CO-LHM1L</p>	

- The mineral oil fluid is more susceptible to becoming aerated due to mechanical agitation which causes foaming.
- Mineral oil hydraulic components are not interchangeable with the early hydraulic RR363 system, even though they look alike physically. They can only be identified by the green paint markings and green plastic identification sleeve on the outer housings.



Above: Special applicator to adapt to the bottle and reservoir tank to fill the brake fluid when needed. Sold with Castrol squeeze bottle.

(Photo courtesy of John Palma)

Note: The early hydraulic system reservoir lids are labeled and marked with the color green. Generally speaking, the hydraulic mineral oil bottles and lids are also green to represent a mineral oil-based system. Always check labeling; don't assume. Castrol is the only bottle that has a special adapter to connect to the bottle's top cap and the other end to the lid of the reservoir when refilling.

The modified lids are a factory update to the old style lift-off lids. These are now the standard replacement lids for all the later style brake reservoir tanks. The reservoir lids are not removable and you would need the adapter to refill the braking and leveling reservoir tanks. This was designed to stop the cross contamination problem caused by using the wrong brake fluid. *(Continued on page 55)*

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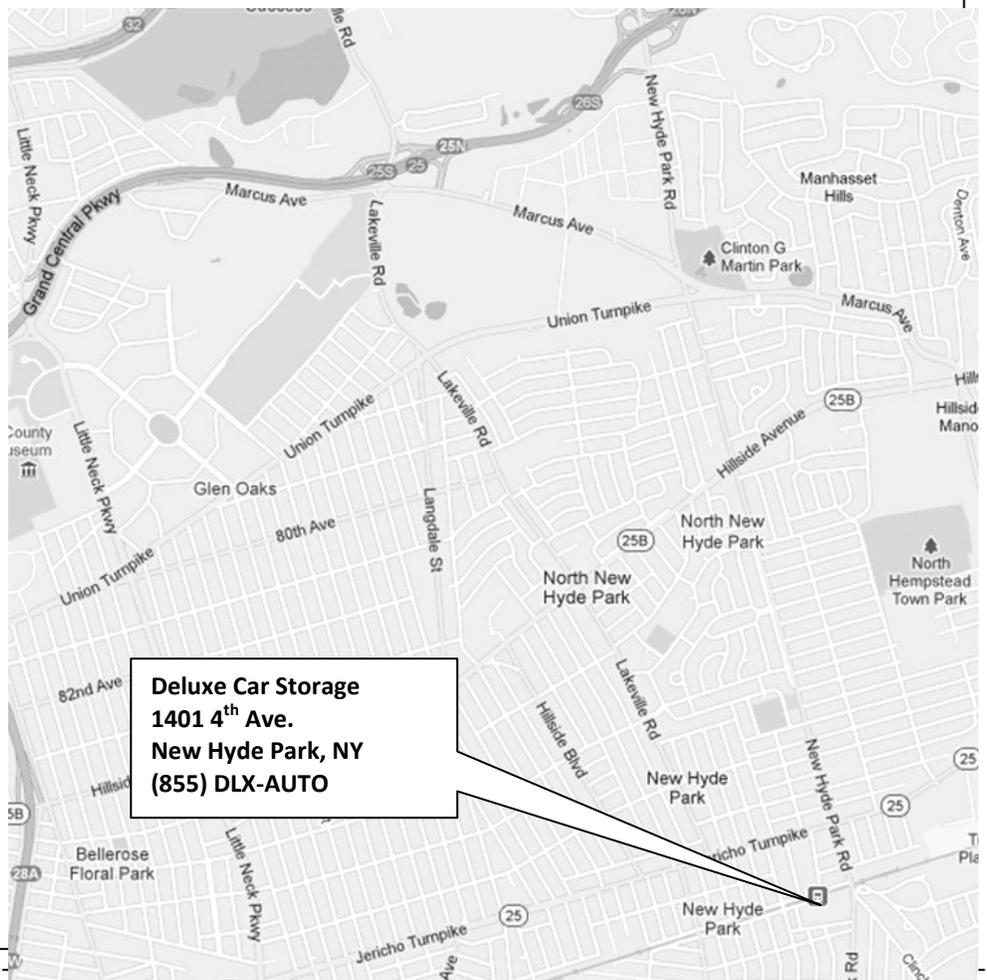
After the railroad track, turn right on 4th Avenue and Deluxe Car Storage is on the right.

Deluxe Car Storage invites members of the Atlantic Region to a Tech Meet and tour of their new state-of-the-art, climate- controlled car storage facility in New Hyde Park, New York.

Deluxe Car Storage is graciously providing breakfast at 9 a.m. and lunch around noon for Atlantic Region members, spouses, and partners. Guests pay only \$25 each. Please list the number of attendees on your R.S.V.P. for planning by the caterer.

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2905 Jeannette St.
Union City, NJ 07087**

OR

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**Chart 2—Product comparison of compatible hydraulic system synthetic-based fluid
and their brands *for late modern cars only.*
(Rolls-Royce Silver Seraph and Bentley Arnage series)**

<p>Pentosin CHF 11S A synthetic-based fluid designed for late modern hydraulic systems only.</p>	
<p>Rolls-Royce and Bentley Exact same product as Pentosin CHF 11S above. Part # RH 5000</p>	
<p>Comma CHF 11S A synthetic-based fluid. Part # CO-CHF1L</p>	
<p>Pentosin CHF 202 A synthetic-based fluid that was designed for high performance applications in later modern motorcars. When braking, leveling and steering are combined, it is not approved by Rolls-Royce or Bentley.</p>	

Note: You can't go by the color of the product or lid of the synthetic-based fluid. Always check labeling; don't assume.

In the next series, we will get into more detail pertaining to early hydraulic system mineral oil warning labels and component identification color marking that was implemented by the Rolls-Royce and Bentley Motorcar Company.

We will also cover how to attach the special applicator adapter that comes with the new, redesigned Castrol hydraulic system mineral oil plastic squeeze bottle. Castrol is used for replenishing the hydraulic fluid in the reservoir tanks with the new, modified reservoir tank lids.



John Palma, Atlantic Region VP of Technical
Contact John at: Palma Automotive Repairs
corniche@msn.com or (856) 547-6522





ART OF THE AUTOMOBILE

By Joanne Goldman



Michael Furman @ 2013 Courtesy of RM Auctions

When opportunity knocks, or in this case, arrives in your email, *carpe diem!* Such was the case when Atlantic Region members received a timely invitation to attend a private tour by RM Auctions (www.rmauctions.com), classic car auctioneers, followed by a public symposium called *Art of the Automobile* at Sotheby's (www.sothebys.com) on Tuesday evening, November 19th.

Thanks to Jamie Morris, who notified our VP of Activities, Tracy Varnadore of the opportunity, twenty members seized the day and signed up immediately. Due to the over-

whelming response, event organizers graciously increased capacity to fifty. This "sold out" event was waitlisted thereafter. Whether you were fortunate to attend or sadly, missed out, *The Atlantic Lady* is here to recap the night and present highlights for you.

Members trickled into the lobby of Sotheby's, welcoming familiar faces and friends alike. When the group was largely assembled, we were escorted to the tenth floor galleries for the start of the tour. A 1933 Rolls-Royce Phantom II Continental Sports Coupé greeted members as they entered the gallery.

Editor's note: Special thanks to RM Auctions, automobile photographer Michael Furman, and RROC members, Roger Willbanks and David and Jill Schneibel for their contributions to this article.



Left: Don Rose of RM Auctions speaks to Atlantic Region members. Mr. Rose will be our guest speaker at the 2014 Winter Gathering to be held on Saturday, February 22nd at the Harvard Club in NYC. See the invitation on page 11.

(Photos, this page, by Joanne Goldman)

Alain Squindo, Vice President of RM Auctions and Don Rose, also of RM, graciously agreed to host us at the event. Members were provided with a wealth of information about the virtues, significance and history of the fine performance and passenger vehicles on display ahead of the RM Sale on November 21st. The 35 automobiles included a 1964 Ferrari 250 LM by Carrozzeria Scaglietti, the highest selling of the collection at \$14,300,000. A 1938 Talbot-Lago T150C-SS Cabriolet with coachwork by Figoni et

Falasci was a member favorite. The car sold for \$7,150,000.

Members lingered in each gallery, admiring the beauty around them and catching up on each others' lives. Mr. Rose expressed a bit of frustration, with a cheeky smile, as the tour stalled from time to time. He jokingly referred to our group as "an unruly bunch of Rolls-Royce owners." There was no problem, however, getting members' attention when they announced the next and last car on the gallery tour would be the PII.



Above left: *(left to right)* Julie Cohn, Stanley Nayer and Ed Goldman have a thoroughly good time at the event. Above right: Amy and Matt Moran are all smiles.

Quiet fell upon the group, with all ears and eyes focused on the 1933 Phantom II Continental Sports Coupé. To members' delight, the "steward" of 42PY (since 2000), Roger Willbanks, was on hand to speak about his beloved PMC. He has been a member of the RROC since 1983 and currently resides in Colorado.

Mr. Willbanks pointed out highlights of the Freestone & Webb coupé and told some anecdotal stories. Howard Krimko, attending the Sotheby's event, recognized the car as previously belonging to David Scheibel, an RROC member in Ohio. *TAL* followed up with Roger Willbanks and David and Jill Scheibel who had also provided RM Auctions with additional history of 42PY.

The car was originally ordered by Sir John Leigh, who owned four of the 281 Continental chassis built. It joined B. Sleath, Esquire of Stratford-on-Avon in July, 1938, stayed out of harms way during the war, then resurfaced in the collection of Anthony Gibbs

around 1952. Mr. Gibbs wrote about the car in his book, *A Passion for Cars*.

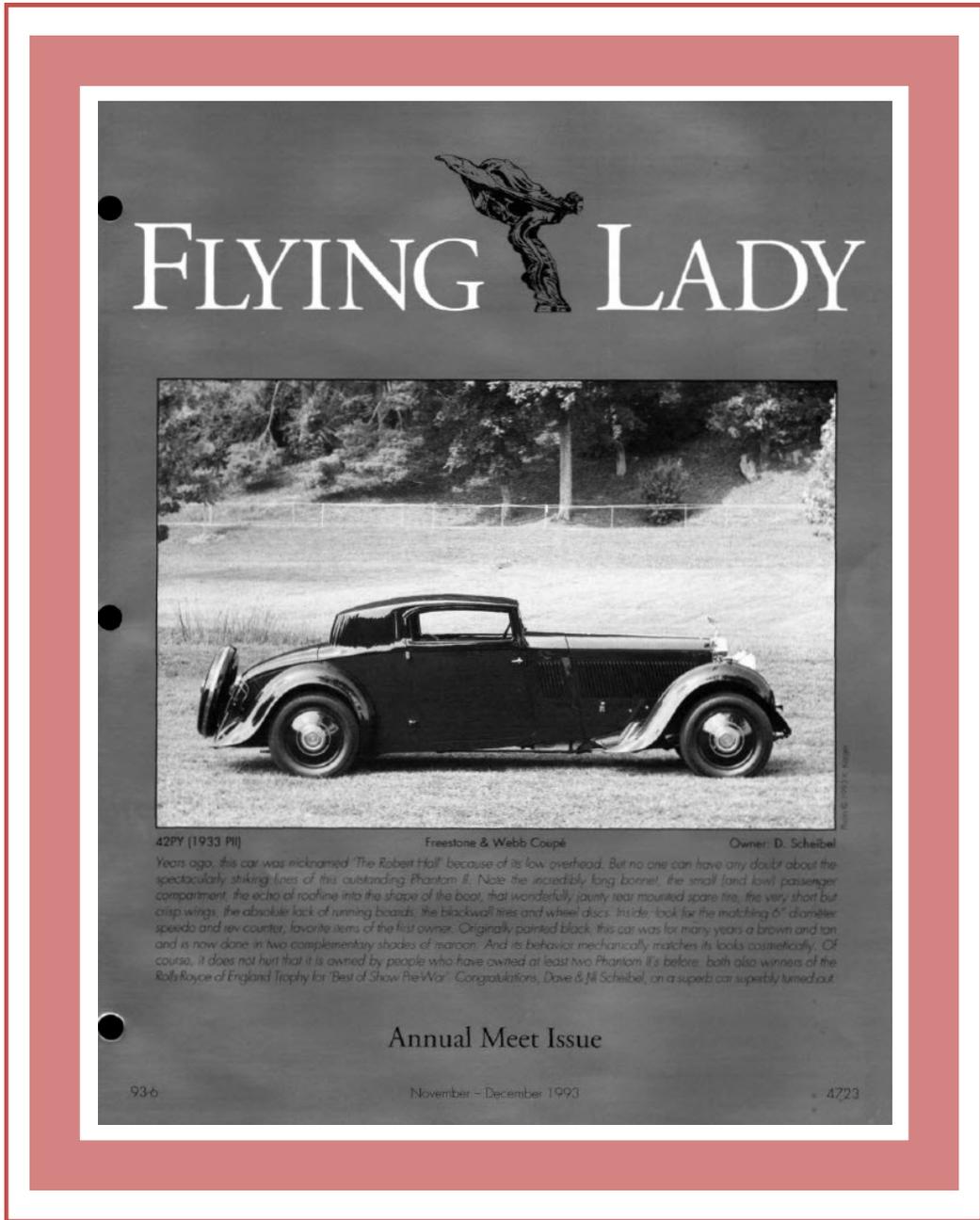
Twice in the history of 42PY, the car changed owners in the same interesting way. While stopped at an intersection, the owner at the time received an offer to sell the car. Both times, the offer was accepted, and the PII changed hands.

Amusingly, Mr. Gibbs was the buyer the first time, and the seller the second time. The second instance happened on or about 1957. The gentleman buying 42PY then was RROC member, Arthur W. Seidenschwartz, of Waukesha, Wisconsin. Mr. Seidenschwartz attended RROC meets and enjoyed the car for 35 years.

The Scheibels gained ownership from Mr. Seidenschwartz in early 1992. They fully restored 42PY to concours-level condition and subsequently won Best in Class and the Gwen Graham Award for Most Elegant Closed Car at the Pebble Beach Concours in 1992.



Above: Roger Willbanks enjoys 42PY at the Louis Vuitton Classic held in New York at Rockefeller Center in 2000. (Photo courtesy of Roger Willbanks)



Above: *The Flying Lady* 1993 National Meet issue featured 42PY on the cover. (Archived photo provided by Marcia D. Quiroz)

According to Jill Scheibel, the car also won Other awards included the 1994 Eyes on club awards, such as Best of Show Prewar at Classic Design in Grosse Pointe Shores, the 1993 RROC National Meeting followed along with Automotive Design of Exception- by Best of Previous Best of Show Winners at al Merit, the Rolling Sculpture Award, the the National Meet in 1994. 42PY also graced Visually Impaired Young Adults Award, and a *The Flying Lady* cover in 1993. Best in Show - Interior Award.



Michael Furman @ 2013 Courtesy of RM Auctions



Michael Furman @ 2013 Courtesy of RM Auctions

42PY was designed for performance with stiffer springs and a low-ratio rear axle. The exhaust pipe was dropped three inches from the standard position and the wheelbase is 144 inches. 42PY also has six-inch gauges for the speedometer and tachometer.



Michael Furman @ 2013 Courtesy of RM Auctions



Michael Furman @ 2013 Courtesy of RM Auctions

Cycle-style “helmet” fenders and the omission of running boards, along with an elongated hoodline, gave 42PY a sportier look. 42PY’s low roofline may have been the earliest “razor edge” design. Despite this significant influence on car design, Jill Scheibel recalled the challenge the small windows presented in driving the car.



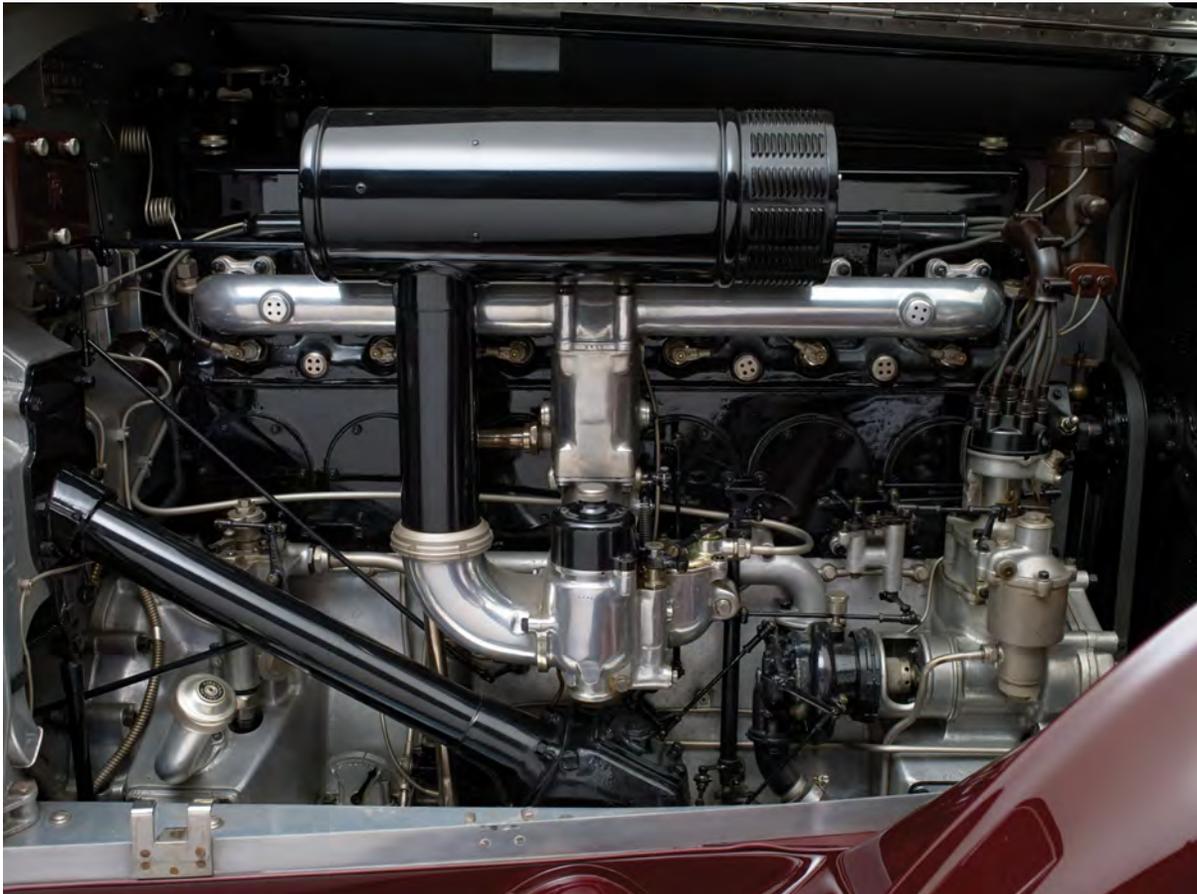
Michael Furman @ 2013 Courtesy of RM Auctions

Right: Note the custom position of the exhaust pipe. (Photo by Ed Goldman)

Below : Interior view of 42PY.
(Photo by Andy Gill)



Members reluctantly left 42PY to attend the who were disappointed to have missed the expert symposium held in the 7th floor Sale preceding program, but delighted in seeing Room. They were joined by a few members their fellow members already at the event.



Michael Furman @ 2013 Courtesy of RM Auctions

The correlation of Rolls-Royce and Bentley motor cars to timeless and beautiful design may be intuitive to many of us, however, relatively speaking, in the world of Sotheby's, the journey of the automobile as collectible art has only recently begun.

This was the first auction of its kind for Sotheby's. In the last five years, six of seven fine art museums have displayed the automobile. The art world is taking notice, and the auction was representative of the changes taking place.

The symposium provided a starting point for the expert panel to educate and explore with the audience the intersection of fine art and timeless design disciplines applied to the automobile. Their aim, one would surmise, was to further elevate the automobile in the eyes of the art world and inspire the passion of car collecting.

A slide show by famed automobile photographer Michael Furman presented the cars in their best light to visually demonstrate what panel member, Peter Mullin, founder of Mullin Automotive Museum, (www.mullinautomotivemuseum.com) described as symmetry, balance and flow, not unlike a woman's body, with complex curves and organic shapes.

(Editor's note: The Flying Lady is, no doubt, a perfect example of this!)

Panel member, Moray Callum, currently overseeing the design of all Ford's North and South America studios and new Lincoln models, described the aerodynamic art of automobile design as having been greatly influenced by the aeroplane. It was art imi-

tating nature. Panel participant, Miles Collier, founder of the Revs Institute for Automotive Research (www.revsinstitute.org) in Naples, Florida, drew different comparisons by relating architecture to fine art, and to the automobile.

Both architecture and automobiles intersect in the middle of the spectrum between "pure technology" and "pure expression." Mr. Collier explained that there are physical laws applied to both, as well as a substantial amount of artistic expression. He noted that Le Corbusier referred to architecture as "a machine for living" and the car as "a machine for moving." Both are designed with the body in mind.

There was mention of an engrained mindset in the public's view of cars being a lowbrow design form. This accounts for the absence of even the finest motorcars in certain auctions past. Thankfully, that view is evolving as the timeless beauties on display in the gallery, some approaching one hundred years old, take their rightful place in both value and stature in the art world.

Case in point: 42PY sold for a brow-raising \$2,420,000 to Lord Bamford, one of the world's foremost car collector's in England.





MEMBERSHIP NEWS



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IN MEMORIAM
by Martin Gilbert

Malcolm S. Pray died August 26, 2013 from a stroke he suffered on July 22, 2013. He was 84 and a member of the RROC since 1998. I only met Malcolm once, after a February 2009 Atlantic Region outing that included lunch at La Crémillère. He graciously opened his Pray Achievement Center to us with its impressive stable of classic and antique cars, all restored to perfection, and immeasurable auto memorabilia.

Malcolm started in the car business in 1955 as a VW salesman. When he retired in 1999, Pray owned the largest complex of dealerships in Greenwich, Connecticut. It isn't of-

ten that one can make a passion into a livelihood.

Malcolm was one of the founding members of the American International Automobile Dealers Association. He served as Chairman of the AIADA and other associations throughout his career. He believed in the importance of giving back and was honored for many philanthropic activities.

According to our club directory, Malcolm was the proud owner of 5 PMCs. He is survived by his wife, Natalie and three daughters. He was predeceased by his son.



Left: Atlantic Region members enjoyed the day at Malcolm Pray's center in 2009. The Pray Achievement Center will continue to operate through the Pray Family Foundation.

(Photo by Ed Goldman)

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AMERICANA MANHASSET CONCOURS D'ELEGANCE

By Joanne Goldman

The 9th Annual Americana Manhasset Concours d'Elegance was held October 20, 2013 in Manhasset, Long Island. Members of our club have participated in the event since its inception. The event attracted an estimated 8,000 to 10,000 spectators this year.

Howard Krimko, a past chairman of the Atlantic Region, holds the position of Chief Judge for the prestigious concours that attracts over 200 privately-owned cars competing for Best in Class and Best in Show titles. This year the Master of Ceremonies was Wayne Carini of *Chasing Classic Cars* notoriety.

Below: Andrea Krimko with her 1972 Rolls-Royce Corniche Mulliner, Park Ward coupe (CRA12921).





Above left: Stan Nayer's 1959 Rolls-Royce Silver Cloud I (LSJF58). Above right: A dapper Andrew Blackman with his beloved 1999 Bentley Continental SC Sedan Coupe (ZBX-65022).

Two awards were received by members of and this year's winner of the Best Rolls-our club. You could say it was the year of the Royce Award was presented to David Scott Hooper; the Best Bentley Award was given for his 1948 Silver Wraith. Both are Hooper to Hugh Heller for his 1955 Bentley R Type, saloons.

(All photos for this article by Stanley Nayer)

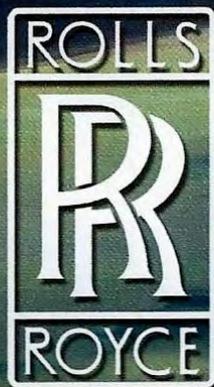


Above: Hugh Heller's award-winning 1955 Bentley R Type Hooper Saloon (B75ZX).



Above: David and Terry Scott with their 1948 Rolls-Royce Silver Wraith Hooper saloon (WFC92).
Below: The Best Rolls-Royce Award went to WFC92.





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CALENDAR OF EVENTS

By Tracy Varnadore

2014 ATLANTIC REGION CALENDAR OF UPCOMING EVENTS

2014 WINTER GATHERING AT THE HARVARD CLUB **Saturday, February 22**
with guest speaker Don Rose from RM Auctions

New York, NY

See invitation on page 11-12

SPRING-FLING AT THE SIMEONE CAR MUSEUM **Saturday, March 29**
in association with Keystone & Chesapeake Regions

Philadelphia, PA

See invitation on page 18

TECH MEET AT DELUXE CAR STORAGE **Saturday, April 12**
with technical advisors David Scott & John Palma

New Hyde Park, NY

See invitation on page 53

PICNIC & POLO AT GREENWICH POLO CLUB **TBD**

Greenwich, CT

LIME ROCK PARK "SUNDAY IN THE PARK CONCOURS" **Sunday, August 31**

Lakeville, CT



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

For more information contact Tracy Varnadore:

tracy.varnadore@outlook.com or (646) 413-1119



- 1 1929 ROLLS-ROYCE PHANTOM I ASCOT TOURER
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- 2 1928 ROLLS-ROYCE PHANTOM I SPECIAL ROADSTER
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- 3 1947 ROLLS-ROYCE SILVER WRAITH CABRIOLET
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- 4 1960 ROLLS-ROYCE PHANTOM V LIMOUSINE
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2013 HOLIDAY PARTY AND ANNUAL BOARD MEETING

By Joanne Goldman

The holiday season is a time for returning favorite venue of our members. Thanks to home to the warmth and memories of good hosts John and Joan Tembeck, we were able to return once again. Such was the sentiment when the Region returned to the Westchester Country Club for the 2013 Holiday Party and Annual Board Meeting on December 8th last year. The WCC is always a

The impending snow graciously held off until after the event, however, most in attendance chose to forego arriving in their PMCs, opting instead for their daily drivers.



Above: (Left to right) Dennis Barek, John Cory, Barbara Regna and event host, John Tembeck enjoy each other's company during the reception hour. (Photo by Joanne Goldman)

Right: Stuart and Mina Bloom light up the room.



Above: Sandy Matsen (left) with longtime friend and member, Ann Wadsworth.

Right: Zila Koswener (center) and Debbie Berek (right) welcome Lyoka Tyagnereva to the event.

(Photos by Joanne Goldman)

The reception hour gave guests a chance to meet new members and catch up with others. The relaxed atmosphere set the tone for the day.





Above: (Left to right) Scott LeFebvre, Joe Marley, Bob Horowitz, Marja Cardone, Zila and Ken Koswener and Adrian Nina.

Right: Howard and Andrea Krimko.

(Photos by Joanne Goldman)



Above Left: Lorraine and Norm Hathaway. Above right: Stan Nayer is now a Director-at-Large.
 (Photos by Joanne Goldman)

**2014 ATLANTIC REGION
 BOARD OF DIRECTORS**

Edward Goldman	Chairman
Lew Cohen	Treasurer
Gerry Dolezar	Secretary
Hugh Heller	VP of Membership
Rich Halprin	VP of Judging
John Palma	VP of Technical
Tracy Varnadore	VP of Activities
Joanne Goldman	Director-at-Large
Stanley Nayer	Director-at-Large
Joe Marley	Director-at-Large
Jamie Morris	Past Chair

New and long-time members gathered for lunch followed by the annual board meeting. There was a choice of filet mignon with olive oil mashed potatoes, seasonal vegetables and a short rib gravy or grilled striped sea bass with a bed of asparagus, tomato butter sauce and potato cake. Guests enjoyed crème brûlée with a flambéed sugar crust and a dollop of whipped cream garnished with a holiday cookie for dessert.

Following the tasty treat, Chairman Ed Goldman called the annual meeting to order. The 2014 board was announced with new board members Rich Halprin, John Palma, Stanley Nayer and Joe Marley among them.

2013 ATLANTIC REGION EVENT HOSTS

**Gerry Dolezar
& Sonja Corbin
Ken & Zila Koswener**

**Howard Krimko
Jamie Morris**

**Peter & Barbara Regna
David Scott
John & Joan Tembeck**

Our chairman acknowledged those who hosted events in 2013. He also stressed the benefits of participating in what our club has to offer. Among his suggestions was to have your car judged in next year's annual Region concours to learn more about your PMC. He also suggested driving your car to events in the region for your enjoyment and to develop friendships with members who share the love of these cars.

Another topic in the board meeting celebrated Atlantic Region wins at last year's National meet in San Antonio, Texas. Joanne Goldman won the McFarlane Award for *The Atlantic Lady*, Burt and Mary Hunter took home the Dudley Award for traveling the furthest to the meet, and Julie and Ona Cohn were awarded the prestigious Best of Show - Post War for their 1952 Silver Dawn sa- loon (LSHD4).





Opposite page: Julie Cohn prepares LSHD4 for a National Meet. *(Photo by Stan Nayer)*

Above: Rudy Rosenberg in his award-winning 1938 Phantom III Inskip limousine (3DL20).

(Photo by Ed Goldman)

Left: VP of Judging, Peter Horvath presents Andrew Blackman with a plaque for his 1999 Bentley Continental SC Sedanca Coupe (ZBX-65022).

(Photo by Joanne Goldman)

Peter Horvath, VP of Judging, presented plaques to the 2013 Atlantic Region Concours winners. A total of nine members won first place in their class.

**2013 ATLANTIC REGION CONCOURS
AWARD WINNERS**

NAME	PRIZE	CLASS	YEAR	CAR	MODEL	COACHBUILDER	SERIAL #
Rudy Rosenberg	1st	105	1938	R-R	Phantom III	Inskip Limousine	3DL20
Mark Rudes	1st	107	1934	R-R	20/25	Park Ward saloon	GKC39
Dean Sanders	1st	110	1954	B	R Type	Saloon	B126ZY
Hugh Heller	1st	113	1959	B	S1	Saloon	B380LFA
Stanley Nayer	1st	113	1958	R-R	Silver Cloud I	Saloon	JSJF58
Julie Cohn	1st	114	1980	R-R	Silver Shadow	Saloon	SRL39923
John Carter	1st	115	1990	R-R	Corniche III	Mulliner, Park Ward dhc	DAL-30022
Andrew Blackman	1st	116	1999	B	Continental SC	Sedanca Coupe	ZBX-65022
Robert Horowitz	1st	117	2000	R-R	Silver Seraph	Saloon	LAX-01703

Below: John Carter and his 1990 Corniche drophead coupe (30022) placed first its class.
(Photo by Ed Goldman)





After the awards were announced for the Region concours, Ed Goldman presented outgoing board members, David Scott, Peter Horvath and Howard Krimko with plaques recognizing their dedication and service to our club. The board meeting and the last event of the year concluded with holiday wishes and a faster-than-usual exit as one of the first winter storms of the season approached the Tri-State Area.

Left: Ed Goldman recognizes David Scott for his three – year term as VP of Technical. *(Photo by Joanne Goldman)*

Below: Bob Horowitz and Marja Cardone in LAX-01703. *(Photo by Ed Goldman)*





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Editor's note: See page 68 in this issue of TAL for another photo of WFC 92.

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Email: robertgery@yahoo.com

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