

JAN-78

THE ROLLS-ROYCE  OWNERS' CLUB, INC.

ATLANTIC REGION

January 1978



OUR JANUARY PIN-UP

The Shell-grey, scarlet interioered Silver Cloud pictured above belongs to Blake Ember of Saddle River, N.J. It is a Rolls-Royce S.C.II (LSAE183) and has only 93,000 miles on its odometer. It is an excellent example of the Cloud II which was manufactured between 1959-1962. There were 2417 standard wheelbase and 299 long wheelbase models produced.

The major change of the Cloud II was the change from the 4.9 liter straight six engine, whose origins began with the 3 liter R.R. of the early twenties, to a new 6.23 liter V-eight engine, with self-adjusting hydraulic tappets. Power steering was now made standard and of course ongoing changes took place with suspension and ride modifications.

The performance of the V-eight allowed top speed to increase from 106 mph to 113 mph. The 0-60 time was reduced to 11.5 seconds from 13.0 and fuel consumption, strangely enough, was improved slightly.

CHAIRMAN'S CORNER

With the start of the New Year, Jacquie (me bride) and I would like to express our most sincere good wishes for a Healthy, Happy New Year to all our region members. May we all continue to enjoy many happy hours of Rolls-Roycetering, Bentling and good fellowship with our group of wonderful region members in 1978 !!

NOW, ABOUT RESERVATIONS

I must continue to stress the importance of making your reservations in advance for all our meeting-whether it be luncheons-judging-rallies or whatever. Our volunteer hosts are put to a lot of extra work and in some cases, expense, by members' lack of cooperation. It is equally important to cancel reservations if at the last minute you cannot show up.

At the end of this newsletter are reservation slips for the next two meets. Please send them in right now.

*CHAMPAGNE BRUNCH, SUNDAY, JANUARY 22nd, 1978. Joint meeting with the Bentley Drivers Club

To begin 1978's activities, we will have a joint meeting with the Bentley Drivers Club for a Champagne Brunch at the Montclair Golf Club in West Orange, New Jersey.

Besides the lavish buffet brunch for which the club is deservedly famous, we will have as our guests the former Chairman of the Keystone Region, Ken Krager and his wife Marnie, the outstanding automobile photographer. They have recently returned from spending several months at THE Factory in England (there's only one, of course!) researching his forthcoming book. In addition to telling us some of their experiences, they will also present an all new slide show on our favorite subject.

Plan to arrive shortly after 12 noon - that's when the cocktail hour (self host) starts. Lunch will be at 1:15p.m.

Reservations must be in Don Close's hands, with payment, by January 12th. This doesn't leave you much time, so please do it right now. The form in on the last page.

*CHAMPAGNE IS AN OPTIONAL EXTRA.

Directions to the Montclair Golf Club are:

From Connecticut, New York, Long Island, etc., take the Tappan Zee Bridge, George Washington Bridge or Lincoln Tunnel (as you wish) to the Garden State Parkway; head South to Exit 145 for Route 280 West. Proceed West on Route 280 towards the Oranges, about 2½ miles up a long steep hill. At the top, take Exit 8B onto Prospect Avenue (also Route 577) heading North towards Cedar Grove. Proceed about 1½ miles, PASSING Pal's Cabin Restaurant (Marty Horn is an RROC member) and PASSING the Manor. Turn left into the Montclair Golf Club and park with the Proper Automobiles in the designated area at the direction of the uniformed guard. See you all there. Don Close, Chairman of the Meet.

FEBRUARY 25 German-American Club, Stamford, Conn.

This will give you plenty of time to clear your calendar for this Noggin and Natter event. Those of us who attended last year enjoyed the get together, food and surroundings. The club is very easy to reach from the Merritt Parkway, Exit #34, Long Ridge Rd., Stamford, go South $\frac{1}{2}$ mile towards Stamford, to the German-American Club. We will begin festivities at 12 noon. Halsey and Sally Bullen are the hosts. Please fill the form on the last page.

1978 RROC DIRECTORY AND REGISTER

A reminder to all our region members that the 1978 RROC Directory is well underway and that you must notify National if you know that there are any changes or mistakes in the current directory. Your 1978 National dues are due and must be paid up in order to be listed. Another thing to do right now, while you are filling out those reservation slips.

While You Are Writing out the other three checks!!!!

The most important of all!! The dues to our Atlantic Region are now due. So you can still receive this deathless prose on a fairly regular basis you should fill out the third slip on the last page. Try to fill in all the spaces, so that the club can have the information on file. Be sure to list all pertinent cars, (never mind the 1970 Datsun or 1978 Pacer).

READ A GOOD BOOK? LET'S HEAR ABOUT IT

There are so many new books being written about cars, not just our Rolls-Royces and Bentleys, but the whole vast range of automotive subjects which of course relates to all manner of car collecting. If you have discovered a book that you feel would be of interest to some of our members please drop us a line letting us know about it. We talked to Conn. member, Halsey Bullen yesterday and he had received a book called DRIVEN, by Leon Mandel, an automotive writer for many years, originally in the sports car field. Halsey said that the book covers the spectrum of automotive interests, factual and revealing perhaps some things we really will be unhappy to hear, but should be aware of. If you can't find it at your local book dealer ask the town librarian. You'll be surprised what great automotive treasures are tucked away on library shelves.

Let us know about your discoveries.

WELCOME TO NEW MEMBERS

Let us all welcome the following new members to the Atlantic Region of the RROC.

Dr. Ernest Atlas, 2 April Drive, Westport, Conn. 06880.

A.A. Calamari, 112 President Rd., Westwood, N.J. 07675.

Dr. Henry Kelly, 77 Flowerhill Rd., Huntington, N.Y. 11743.

James A. Kenniff, Youngs Ave., Southold, N.Y. 11971

M. Clifford Feder, 25 Sutton Place South, New York, N.Y. 10022.

Robert D. Weeks, 226 Elderwood Ave., Pelham, N.Y. 10803.

Joseph Mortell, 82 Hilton Ave., Hemstead, N.Y. 11550.

WOODBIDGE MEET. YOU SHOULD HAVE BEEN THERE!

Yes, you should have been there. Over 100 members and their guests were. It was a thoroughly enjoyable afternoon that ended too soon as the Atlantic Region celebrated its fourth holiday party at the Woodbridge Country Club with Jacqui and Ted Mintz as our hosts.

The first 60 ladies to register received a lovely Rolls-Royce wallet that will be cherished by the recipients. The meal as always was great, followed by the annual exercise of trying to see how much ice cream and goodies one can pile in a dish for a do-it-yourself ice cream sundae.

The real highlight was the group singing of some RR modified caroles created by Lydia Morrongiello. They were perfect and we saved a copy for next year. It was a memorable sight and listening experience to see our stalwart chairman warbling about his Thrupp and Maberly in the Atlantic Region's version of the 12 Days of Christmas. Twelve times, yet! Singing competition between tables was fierce, but ours of course, was the best. We ended by seeing how much ingenuity our members used in spending \$1.00 for a grab bag gift, which was displayed in a handsome sleigh designed by Hope and Peter Schwartz.

Next, the serious tire kickers exited for the parking lot to see a lavish display, many of which were RR's and Bentleys not brought to a previous meet.

Again, thanks to Jacqui and Ted for all the work that goes into such a fine affair.

Bion Francis

FLY LAKER AND BRING HOME HALF A CAR

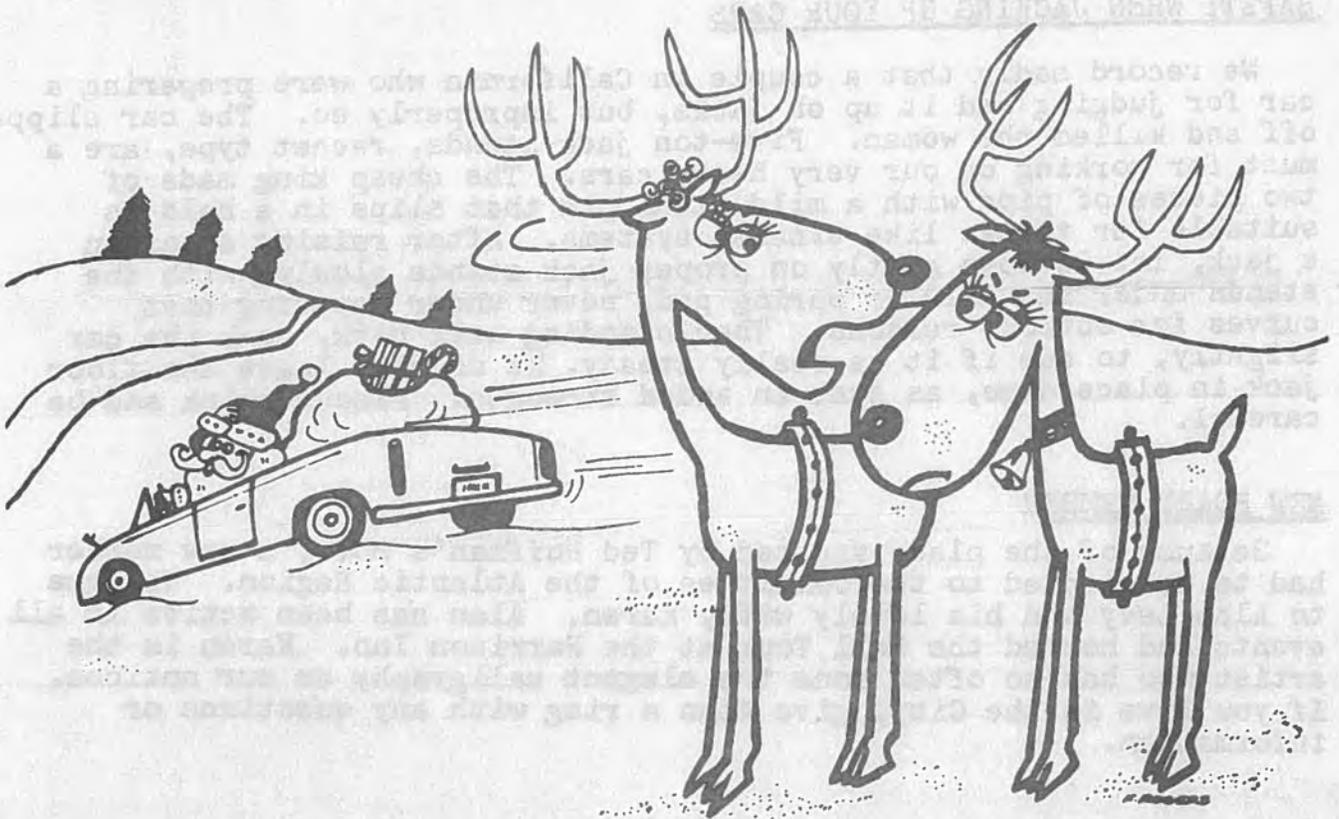
If you happen to be on one of Freddie Laker's flights last month and saw a gentleman carrying a Rolls-Royce Radiator under his arm, it was your activities Director, John Godfrey, with his boxes of goodies that he found at a jumble sale for car buffs during a trip to England. Evidently, one can lug a great deal in the guise of "carry on luggage". John, from what we saw on his kitchen floor, has the strength of ten, and must have impressed his fellow passengers sitting there with his shining treasure in his lap. What a great way to meet new people! We also noticed that the first time he did this his charming bride, Loretta, was the recipient of a tea set from London, which you must realize took up quite a bit of space. On this last odyssey, Loretta received a lovely ring. After all, a

inch saved in an inch available for gaskets, valves and other necessary for survival items.

Corral John at the next meet and learn how you too can bring a Rolls back one piece at a time from the shores of England.

CALENDAR

The Calendar is going through a revision at this time, but the March event will be held on Long Island.



"Darn Gift Certificate - That's his sixth NEW Rolls-Royce Delivered Tonight!"

Invitation from the Balints

Joyce and Sandy Balint, our talented couple from the Met, are giving a recital in the Brooklyn Museum on January 29th at 1 p.m.. There is no admission charge and they would very much like to have you as their guests. A lovely way to spend a winter Sunday afternoon.

SOME RR MEMBERS PASSING

From England we hear of the death of the playwright, Terence Rattigan. He was an enthusiastic RR owner, running several James Young Silver Wraith cars. To us he will best be remembered as the screenwriter for the Hollywood picture, "The Yellow Rolls-Royce", the dramatized story of Ted Mintz's Barker PII Sedanca, 9JS.

Also, from Ireland, we heard of the passing away of Miss L. Overend of Dublin, the first and only owner of GMJ52, a 1927 Twenty HP, H.J. Mulliner tourer. You will recall that she was the dynamic older woman interviewed some years ago for the film clip on Rolls-Royce shown on "60 Minutes". We saw it on the Fall tour a few years ago. She farmed a herd of famous Jersey cattle and continued to start her Twenty on the crank until in her late 70's when her doctor advised her to use the starter motor which had been there all along, but which she politely if firmly declined to employ. She told the interviewing reporter that it was fine for someone who was infirm. So passes another link with the pre-war era. Will we one day be old enough to see an enthusiast be pointed out as the first and only owner of a Silver Shadow?

SAFETY WHEN JACKING UP YOUR CARS

We record sadly that a couple in California who were preparing a car for judging had it up on jacks, but improperly so. The car slipped off and killed the woman. Five-ton jack stands, ratchet type, are a must for working on our very heavy cars. The cheap kind made of two pieces of pipe with a mild steel pin that slips in a hold is suitable for things like exhaust systems. After raising a car on a jack, let it down gently on proper jack stands slowly, with the stands under the axle or spring pad, never under anything that curves for obvious reasons. Then standing well back, rock the car slightly, to see if it is really steady. We usually leave the floor jack in place also, as just an added strength. Please think and be careful.

NEW BOARD MEMBER

Because of the place vacated by Ted Hoffman's move, a new member had to be elected to the Committee of the Atlantic Region. Welcome to Alan Levy and his lovely wife, Karen. Alan has been active in all events and hosted the Fall Tour at the Harrison Inn. Karen is the artist who has so often done the elegant calligraphy on our notices. If you live in the City, give Alan a ring with any questions or information.

THE ROLLS-ROYCE OWNERS' CLUB, INC.



ATLANTIC REGION

PRESIDENT
THEODORE MINTZ
28 MILAN ROAD
WOODBIDGE, CONNECTICUT 06525

THE COMMITTEE
DONALD CLOSE — DR. LAWRENCE VEPROVSKY
WILLIAM LUEDDEKE — ALLEN LEVY

NEWSLETTER EDITOR
MARGARET G. FRANCIS
CENTER ROAD
EASTON, CONNECTICUT 06425

SECRETARY
EDGAR EATON
30 COLONIAL DRIVE
CONVENT STATION, NEW JERSEY 07961

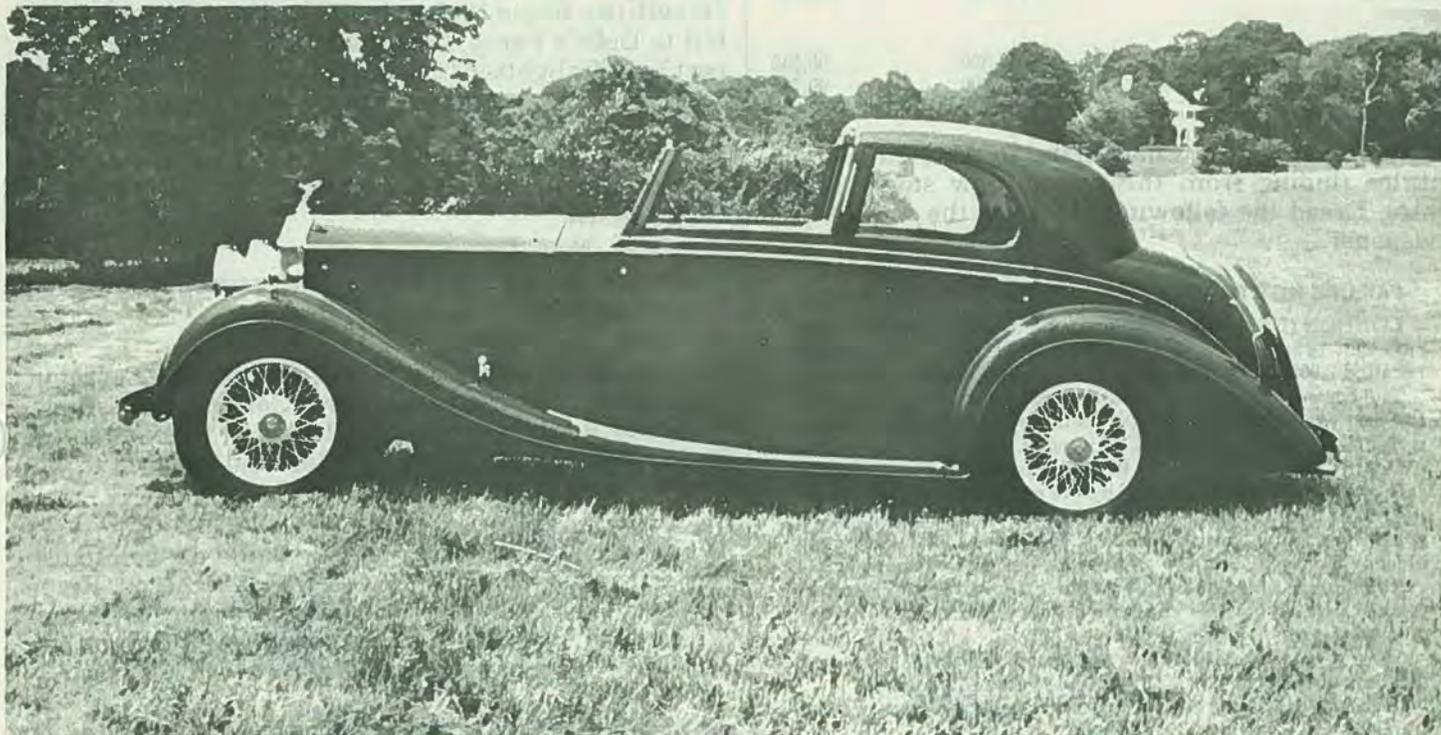
TREASURER
EMILY WALKER
RR#3
WEST REDDING, CONNECTICUT 06896

TECHNICAL V.P.
JOHN HAYWOOD
3 YON ROAD
HUNTINGTON, NEW YORK 11743

ACTIVITIES V.P.
JOHN GODFREY
113 CROSS HIGHWAY
WESTPORT, CONNECTICUT 06880

JUDGING AND AWARDS V.P.
EDWARD McLAREN
25 MIDDLE RIVER ROAD
DANBURY, CONNECTICUT 06810

MARCH 1978



This month's feature car, owned by Matt Sonfield, is GLP17, a 1937 25/30 H.P., "Sports Sedan De Ville", by J. Gurney Nutting. It was supplied by the Rolls-Royce dealer, H.R. Owen, Ltd., to Mrs. Arthur Sainsbury, Gloucester House, Park Lane, London, in January, 1938. H.R. Owen had strong commercial relations with Gurney Nutting, and in addition to the normal "Gurney Nutting" coachbuilders plates, the body also carries plates reading "Designed and Supplied by H.R. Owen." Actually, however, most Gurney Nutting designs (including this one) were created by A.F. McNeil, generally recognized as one of the finest body designers of the late 1930's. (McNeil also designed for James Young from the mid-1930's on.) The coachwork is particularly unusual for an English formal body, with its very close-coupled passenger compartment and its curvilinear rear-end design. McNeil appears to have been strongly influenced by French styles of the period.

The 25/30 H.P. model (the name derives not from the actual horse-power, but from the artificial R.S.C. tax-rating) was built from 1936 through 1938 and may be considered the last of the "traditional-looking" Rolls-Royces. The Phantom III, which was produced concurrently with the 25/30, and the Wraith, which succeeded the 25/30, both introduced independent front suspension to Rolls-Royce automobiles. This allowed the radiator to be moved forward of the axle position, significantly altering the front-end visual relationships of radiator, headlamp, and wings. The 25/30's power plant derived from the original 20 H.P. of 1922, but had grown to 4¼ liters and provided more than sufficient acceleration and top speed.

This car has gone through the hands of several RROC national officers. I purchased it from RROC Treasurer Jerome Howell, who had purchased it from RROC President John deCampi (who imported it from England in 1965). Recently, the engine was rebuilt by Frank Cooke, RROC Technical V.P. Although driven regularly (including trips to Dearborn and Toronto meets), the automobile is in fine condition, and generally scores in the low 90's in national and regional RROC meets.

Matthew Sonfield

CHAIRMAN'S CORNER

I have always been impressed by the King's English, (pardon, Queen's English). Unlike us, they have a marvelous polite manner of presenting whatever problems might arise — such as — the following excerpt from Rolls Royce Inc. to all dealers — "The dramatic strengthening of the pound sterling and inflationary trends have made a price revision necessary" — What a wonderful way of expressing what we would call a price hike or increase — for your information the price revision is as follows —

Rolls-Royce —	Old price	New price
Silver Shadow II	\$ 48,600	\$ 55,900
Silver Wraith II	55,400	63,700
Corniche — Coupe	79,200	91,100
Convertible	84,500	97,175
Carmarague	104,000	115,000
Bentley —		
T-Series — Sedan	48,300	55,545
Corniche — Coupe	78,900	90,735
Convertible	84,200	96,830

While visiting on a small island in the Netherlands Antilles (hiding from the awful snow storms back home), I read the following article in the small town newspaper —

FAILURE NOT TO PROCEED OF 1 ROLLS RECALLS ALL

LONDON (UPI) — Rolls Royce, which never admits that its cars can break down — they "fail to proceed" — Tuesday recalled 2,000 of the most expensive automobiles ever built.

The company said the recall involved every model made in the past year of the \$50,000 Silver Shadow, the \$80,000 Corniche convertible and the \$92,000 Carmarague.

Dennis Miller Williams, a Rolls Royce spokesman, said the safety measure was prompted by the experience of one driver in the United States who reported that when he applied the brakes the cruise control, standard equipment on all Rolls cars, did not disengage and the engine did not reduce speed.

Rolls-Royce asked its dealers around the world to disconnect temporarily the cruise control on every model made in the past year.

"It is a freakish situation", said David Plastow, managing director of Rolls Royce Motors, "but we've solved it."

No accidents have resulted from the reported fault.

Now, isn't that a wonderful way to put it? Failure not to proceed.

God Bless the Queen!

CALENDAR

March 19	Nog'N'Natter — Dobb's Ferry, N.Y.
April 16	Driving Tests — Westchester Corporate Park, N.Y.
May 21	Marshall Field Estate Tour — Caumsett Park, L.I.
June	Tour
July	Concourse d'Elegance — Lyndhurst, Tarrytown, N.Y.
August	Open
September	Technical Session — Frank Allocca's, Newton, N.J.
October 20-22	Annual Fall Tour — Heritage Village, Southbury, Conn.
November	Executive Committee Meeting
December	Holiday Party

RROC MEETING — SUNDAY, 19 MARCH 1978:

The March Meeting of the Atlantic Region, RROC, will be held on Sunday, 19 March 1978, at the Chart House Restaurant, Dobb's Ferry, New York. A most charming dining place, the Chart House is right on the Hudson Riverfront, with a large 100 car parking area.

A short technical session will start at 11:00 AM. John Harwood will detail the steps toward preparation on your car for the coming start-up time — with emphasis on the items needing any attention before getting on the road for our busy Spring, Summer, and Fall events.

Routes to the Chart House are as follows:

From Connecticut

Route I-95 to Route 287. At the West end of Route 287, at a well marked fork, take the right hand lane and proceed to last exit before toll. Bear left (opposite Olivetti) on Route 119 for about ½ mile to Route 9. Turn left to Dobb's Ferry, (about 4 miles) continuing South past 3 traffic lights. At the third light make a sharp right (in Navy lingo you are entering at 6 o'clock and exiting at 4 o'clock). Proceed North to the first street on left, and then a very sharp left (in at 6 o'clock, and out at 8 o'clock), and proceed down the hill toward the River to Chart House.

From New Jersey

Cross the Tappansee Bridge, and proceed South on Route 9 as above.

From New York

The best Route is the Saw Mill Parkway to the Farragut exit. Left on Farragut to the Five Corners in Hastings, North on Route 9 to the first fork and traffic light in Dobbs Ferry, where you bear left and proceed to the first left, and down to the Chart House.

From Long Island

Those coming from Long Island, would do well to use the Whitestone Bridge, on to the Hutcheson River Parkway, to the Cross Country Parkway (not 287), then West to the Saw Mill River Parkway, and North on the Saw Mill, same as when coming from New York.

April 16th Sunday — Driving Tests — Westchester Corporate Park, White Plains, N.Y. John Godfrey — Chairman

The tests this year will not only test your driving skills but also your ability to fare well in emergency situations. There will be a written section of a few questions on your autos as well as driving skills. This should be informative as well as serving as a balance for the competition of the older cars to the newer ones.

This is one of the competition events of the region which count points towards your winning of Guerrero, Rolls-Royce, and Walker trophies as well as the individual awards for this meet.

Bring your beautiful cars, PICNIC LUNCHESES, (yes, we are projecting for nice, warm weather), competitive spirit, driving skills and friends to this event. Please fill in the reservation form and SEND IT IN EARLY. If you wish to volunteer as a marshal, please indication it on the form (editor's note: many people ask how they can help in the running of the region and this is an easy and fun way to participate). Marshalls are asked to arrive at 10:00, and competitors at 11:00.

Directions to the Corporate Park: The lot is near the

intersection of Hutchinson River Parkway and Cross Westchester Expressway.

From Conn.: Take Merritt Parkway south, exit I-287 and Tappan Zee Bridge. Do NOT take I-287. Stay on Westchester Ave. to the first traffic light, take right into the Corporate Park.

From NYC: Take Hutchinson River Parkway north, exit for Tappan Zee Bridge. Stay on Westchester Ave. to first traffic light, turn right into Corporate Park.

From I-287: Take I-287 east to exit I-684, Westchester Ave., bear right onto Westchester Ave., take second left (Corporate Park Dr.) at second light, and straight across bridge into Park.

MARSHALL FIELD ESTATE (Caumsett Park) May 21

The palatial estate built for Marshall Field III in 1922 is the setting for our May event. Covering 1800 acres on Lloyd Neck overlooking Long Island Sound, Caumsett's name was derived from the Matinecock Indian tongue. This Georgian manor became a self-sufficient enterprise with an opulent barn complex for a herd of 80 cattle, a milk processing plant, polo stables, truck gardens, flower gardens, and its own electrical and water supply. Pheasant hunts were a favorite sport up to the mid-50's when Marshall Field died and his widow sold the estate for \$4,275,000 to New York State.

Although the State for financial and ecological reasons has not developed the park, private organizations occasionally sponsor special events. One such event is the transformation of this Georgian manor house through the talents of various decorators, designers, and landscapers. This Designer Showcase will only be open for the month of May. What better way to enhance this elegant manor than to arrive in our grand motor cars! (Does anyone know where Marshall Field's RR is now? Mrs. Field apparently took it up to Conn.)

On Sunday, May 21, rain or shine, we will arrive at Caumsett Park at 11 AM. After a luncheon (including wine), we will tour the country manor house. The remainder of the time will be spent strolling through the gardens and walking around the grounds.

DIRECTIONS: From New York, New Jersey, and Conn.: Take Long Island Expressway to Exit 41, Route 106 North to Route 25A, East on 25A to Huntington. At first traffic light, turn left (North) on West Neck Road for 5½ miles to Caumsett State Park.

From Eastern L.I., take Route 25A West to Huntington Village. Turn right at last traffic light in town on West Neck Road. Continue as above.

PRICE: of \$11 per person includes: luncheon (choice of 2 menus), wine, tour of house, security guards, special surprise gift for the ladies who mail in reservations on time. Reservations are due by April 10. (Children must be 8 years old to attend the Showcase. This is Showcase regulations).

Every year at our annual meeting there are some very beautiful trophies awarded to deserving members. Several people have asked me how they can become eligible to become deserving members as they would love to have this or that trophy decorating their mantle for the next year, qualifying them to tell a few tall tales to visiting friends or relatives.

Not being too sure of myself, I asked Emily Walker, our Region's Treasurer, who with her late husband Graydon, founded our region, to give me the point system that yields up a winner each year. The following is her letter to me, concerning the Guerrero Trophy.

When I was asked to write something of the history of the Guerrero Trophy I decided that perhaps the best way would be to quote from Graydon and Tony Guerrero rather than to trust my faulty and perhaps too sentimental memory. So —

GRAYDON —

June 1966 Newsletter

"Having won a trophy (half-pint engraved pewter tankard) for second best driving at our April meet, Tony has promised to put a trophy for our Region, to be awarded for best maintained motorcar. This will be worth striving for and will give us a better excuse to make wives polish propeller shafts."

TONY —

September 1966 Newsletter

"I have had a certain amount of correspondence with Dick Hitchcock re: your ideas about the so-called Guerrero trophy. Dick, as always, has been most helpful and out of his suggestions we have arrived to a formula complicated enough to make anybody with some mathematical corner on his brain a very happy man. Furthermore for the non-initiated it looks really overpowering so you can get away with anything you plan anyway. Nobody is going to check:

Here is the thing:

Meets attendance: Each meet 100 points

<i>Judges Score: First place at competitive event</i>	<i>1000 points</i>
<i>Second</i>	<i>750</i>
<i>Third</i>	<i>500</i>
<i>Competing</i>	<i>200</i>
<i>Marshalling</i>	<i>100</i>

Miles driven: The odometer reading from the first to the last Meeting of the year.

This formula takes into consideration all the factors that you wanted.

$$\frac{(Meets \times 100) + (Judges Score) + Age \text{ of car } \times Age \text{ factor } \times miles}{1000}$$

*Age factor 10 for cars up to Dec. 31, 1916
Age factor 8 for cars up to Dec. 31, 1926
Age factor 6 for cars up to Dec. 31, 1936
Age facotr 4 for cars up to Dec. 31, 1946
Age factor 2 for cars up to Dec. 31, 1956
Age factor for all of the cars left."*

August 1966 Newsletter

GRAYDON —

"The winner of the Guerrero Trophy should be named Man-of-the-Year for this beautiful cup must be seen to be believed. It is sterling silver, 10½" wide, 4½" high, beautifully decorated with roses around the rim and at the base — its mate (they are Guerrero family heirlooms) is a coveted award of the American Rose Society. Note: you win and keep this award for one year only; it is a perpetual trophy for our Atlantic Region. It may not be won again for three years. It is awarded to the car."

(i.e.) — John Doe wins in 1987 with GXM48 and in 1988 he wins with B470NZ or conversely GXM48 cannot win with drivers John Doe and Lou Smith in consecutive years)

For the record the winners in past years (alphabetically) were

Andrew Blackman	William Lueddeke*
Dr. Halsey Bullen	Derry Mallalieu
Donald Close*	Edward von Stein
John Dennison	Eric Weissberg
James Hoffman	The Walkers

*signifies winning more than once.

Finally, with the exception of Andy Blackman, Derry, and Graydon, all are still members of the Region. Also all of the above are constant contestants.

Emily Walker

BOOK REVIEW —

GREAT AUTO RACES by Peter Helck

With the number of automotive books constantly being introduced, it becomes a problem as to what to choose for one's library. Many members specialize in only RR and Bentley books, but some of us have a varied group sitting on the shelves. A few years ago, artist/writer Peter Helck, did a book called, THE CHECKERED FLAG. And now he has brought us another work which makes reading and just picture-looking a sheer pleasure. After all, to quote a rather famous blond lady, "What is the use of a book, . . . without pictures or conversations?"

For those of us who are technical, the book is 13" x 12", 266 pages, top quality paper and the reproduction of Mr. Helck's painting couldn't be better. The chapters cover automotive racing from 1894, the Paris to Rouen run of 79 miles, to 1972 G.P. races of our times.

The paintings in the book are loose, separate from the pages, like those of the TWENTY SILVER GHOSTS book. Needless to say, Bentley's do have a larger portion of the book than do our sedate RR's, but there is a mention of a series of races in the Bronx in 1907. "... the Bronx real-estaters coralled the biggest and most diversified field in grand racing; nineteen starters from four nations and the single instance of a Rolls mixing in this raucous sport. This batch represented prices ranging from Studebaker's \$3,000 to those \$10,000 imports Fiat, Rolls, and Dietrich The stands were full, the lighting excellent, and the pack was sent off at

Irrelevant, Irreverent Notes On The RROC/DC Meet At The Montclair Golf Club

This Roman bacchanalia was hosted and arranged by Carol and Don Close, who are members of both RROC and BDC and they were assisted by 200 chefs. This is the outstanding gourmet-gourmand, feast of the year; and the previous one took place two years ago.

To show you the reputation this meet has, one famous surgeon is known to have told a patient that the only time during the year in which he would not be able to perform his services, was on the afternoon of January 21. Another transportation executive, whose house was falling down from a heavy deposit of ice and snow, abandoned his house, as well as his dog, his "Back-hoe", and other toys, to make this meeting. Enough said about about the reputation!!

Despite the atrocious conditions of roads and treats of traffic and other problems, 106 members did show up with only 3 "cars"; although many others found means of transportation — i.e., "Detroit-Iron," Bob Sleds, Snow Shoes, Helicopters and Wings. While I believe, only seven courses were served following a delightful cocktail hour in the sumptuous elegance of the Montclair Gold Club, I noticed that Jacquie Mintz was able to partake of all of them.

There is no question that everybody enjoyed every minute of this elegant living and delightful "Hollywood location" and went home more uncomfortable than when they came.

It was so important to the members of this club, that some people were known to have left their wives at home to plow the snow, but managed to get there themselves. The only risk is that we find that some of our members care more about food and camaraderie than their cars and its history.

After this debauchery, we had a delightful and colorful talk with slides, by Mermie and Ken Karger, which as usual, was excellently prepared and charmingly presented.

They covered bodies of Rolls-Royce and Bentleys cars, starting with the Rolls-Royce Silver Ghost, and P-I, P-II and a few P-III; going on to the Vintage Bentleys and the Derby Bentley. As you see, it was all on pre-war cars, and the pictures were perfect in giving everyone a real flavor of the artistic creative work done by body builders for these magnificent machines.

A most enjoyable and delightful time was had by the Rolls-Royce owners club people, and their confreres, who sport less distinctive radiators and ornaments.

Ed Eaton

8:00 P.M. on a clear September evening." There is no mention of the type of Rolls in that race, but for the fact that it was 111 miles behind the leader. The Bentleys do fare better on the races in which they competed and there is even an unusual painting of a Green B in heated competition.

The book costs \$45.00 Not bad when you think that a regular paperback book is now up to \$3.00. But for Car Book Hunters, try the Strand Book store in NYC. They had three copies at \$25.00 each. I recommend this one most highly.

Editor

One of the functions of the editor of this newsletter is to ask members for contributions . . . to everything, it occasionally seems. The first and main item that I am reminding our members in this section is for you all to pay your dues! This is a necessity for this region to function. It pays to get this sterling (bad pun) newsletter printed and mailed to you.

Another reminder is for members to send in items that would be of interest to other enthusiasts. This may be parts or complete cars that you have for sale. The Bazaar has not really been utilized by the region properly and the last few issues really have not had much in the way of items. The widget off of the car that you sold 4 years ago that is accumulating dust down in the basement perhaps could be used by a fellow RR buff who can't seem to find said widget.

Articles that would appeal to other region members are always appreciated. We have been digging out cartoons that feature RR's and B's will also be included if we can get hold of them. Recently Vin and Gerry Lesunaitis went to Russia on a tour and sent me the following which I thought would be of interest.

What is a Zil? No, you don't take it to relieve gastric distress, but you do put gas into it. It is a \$75,000 Soviet luxury automobile! Gerry and I looked, but we didn't see one while touring the Soviet Union in late December, 1977.

The Russians capitalized on the wealth of the Czars and the Russian Orthodox Church by turning the palaces and churches into museums.

It would have been wonderful to drive to the Kremlin in Moscow and The Hermitage in Leningrad in a Rolls Royce or Bentley! But alas! This wasn't possible.

There were very few gasoline service stations. During our 80 mile trip from Moscow to Vladmir, we counted only 6 stations, all having very, very long lines at the pumps.

Gerry and I enjoyed the trip to the U.S.S.R. We certainly would recommend anyone to also travel and see the artistic treasures, the vast country and lovely people.

Vin and Gerry Lesunaitis

AGATHA CRUMM

by Bill Hoest



Faded text from the reverse side of the page, including the name 'AGATHA CRUMM' and various words like 'PROSES', 'WINSOME', and 'PLEASES'.

LOCALLY OBTAINABLE SILVER SHADOW SPARES KIT SCHEDULE

PART DESCRIPTION	ROLLS-ROYCE PART NO.	MANUFACTURER	PART NO.
ELECTRICAL SYSTEM			
Distributor Cover	(early) CD 3044	Lucas	54411740
	(late) CD 5625	Lucas	54424083
Rotor Arm	(early) CD 3046	Lucas	425620
	(late) —	Lucas	54422044
Condenser	CD 3049	Lucas	54411935
Coil	(early) UD 1983	Lucas	45066 L
	(late) UE 35972	Lucas	45225 E
Sparking Plugs	RH 7712	Champion	N 14 Y
	UE 33734	Champion	N 14 Y
Brush and Spring (Dist.)	CD 3045	Lucas	418856
Windscreen Wiper Arm	UD 11114	Lucas	54717531
Windscreen Wiper Blade Assm.	UD 11115	Aeramic 15" (double joint)	
	UD 14434	Aeramic 15" (solid)	
POWER STEERING			
Pump	(early)	Hobourn Eaton	
Replacement Seals	(early) CD 4758	Hobourn Eaton	Spares Kit HE 5321/18
FUEL SYSTEM			
Float needle and seat	CD 3514	SU	AUD 9096
Fuel Filter	CD 4299	Purolator	MDD 377 A
BRAKE SYSTEM			
Service Kit, Front Calipers	CD 4082	Giriling	SP 2537/1
Service Kit, Rear Calipers	CD 4083	Giriling	SP 2536
Service Kit, Master Cylinder	CD 4151	Giriling	SP 2186
Rear Brake Pad Assy. (Ferodo)	UG 12323	Giriling	64326914 NE
Front Brake Pad Assy. (Ferodo)	UG 12325	Giriling	64326928 NA

Completed and submitted by John J. Godfrey

May 1978

THE ROLLS-ROYCE OWNERS' CLUB, INC.



ATLANTIC REGION

PRESIDENT
THEODORE MINTZ
28 MILAN ROAD
WOODBIDGE, CONNECTICUT 06525

THE COMMITTEE
DONALD CLOSE — DR. LAWRENCE VEPROVSKY
WILLIAM LUEDDEKE — ALLEN LEVY

NEWSLETTER EDITOR
MARGARET G. FRANCIS
CENTER ROAD
EASTON, CONNECTICUT 06425

SECRETARY
EDGAR EATON
30 COLONIAL DRIVE
CONVENT STATION, NEW JERSEY 07961

TREASURER
EMILY WALKER
RR#3
WEST REDDING, CONNECTICUT 06896

TECHNICAL V.P.
JOHN HAYWOOD
3 YON ROAD
HUNTINGTON, NEW YORK 11743

ACTIVITIES V.P.
JOHN GODFREY
115 CROSS HIGHWAY
WESTPORT, CONNECTICUT 06880

JUDGING AND AWARDS V.P.
EDWARD McLAREN
25 MIDDLE RIVER ROAD
DANBURY, CONNECTICUT 06810

MAY 1978

CALENDAR

- May 21 Marshall Field Estate Tour
- June 23-25 Hudson Valley Spring Tour
- July 23 Lyndhurst Judging Meet
- August ?
- September 6-10 Williamsburg, Va. National Meet
- October 1 Newton, N. J. Technical Session
- October 20-22 Harrison Inn Fall Tour
- November Regional Board Meeting
- December 2 Woodbridge C. C. Holiday Party

Marshall Field Estate Tour (Caumsett Park) May 21st.

The Marshall Field estate in Lloyds Harbor on the North Shore of Long Island will be the setting for our May meet. The estate, house and grounds are part of a Designer Showcase during the month of May. For more details, consult the March newsletter.

On Sunday, May 21st, rain or shine, we will arrive at Caumsett park at 11 a.m. After a luncheon (including wine) at noon, we will tour the Georgian manor house. The remainder of the time will be spent strolling through the grounds of this 1,800 acre estate.

Directions: From New York, New Jersey, and Conn.: Take the Long Island Expressway to Exit 41, Route 106 North to Route 25A. East on Route 25A to Huntington. At first traffic light, turn left (North) on West Neck Road for 5½ miles to Caumsett State Park.

From Eastern L.I.: Take Route 25A West to Huntington Village. Turn right at last traffic light in town onto West Neck Road, Continue as above. There are already over 60 people registered for this meet which should be one of our region's showcase events.

The price of \$12.00 includes the luncheon (choice of two menus), wine, the tour of the house and grounds, and security guards for our precious cars. Children must be at least 8 years old in order to attend the Showcase as this is one of their regulations.

Hudson Valley Spring Tour June 23-25 Arranged by Charlotte Goldfarb

Come join us on our Three day tour of the Hudson River Valley on June 23, 24 and 25, Friday, Saturday, and Sunday. Be sure to bring your camera to record this lovely meet.

We'll meet and leave from Lyndhurst in Tarrytown, New York at 10:00 a.m. on Friday for a ride up Route 9 to the Consolidated Edison Indian Point Energy Education Center in Buchanan, New York, for a two hour program and movie, where we will enjoy our picnic lunch that every one will bring with them. From there we will proceed for a beautiful scenic drive by the Croyden Reservoirs to the Hammond Museum and Oriental Gardens in North Salem. We will then drive to the Ethan Allen Inn in Danbury, Connecticut, where we will have dinner and spend the night. (Editor's note: Plan on bringing your own goodies for a socialable evening.)

Saturday morning at 10:00 a.m. we will depart for Hyde Park, New York where we will visit the Vanderbilt Mansion, which is in excellent condition and quite breathtaking. A buffet lunch has been arranged at the Easy Street Restaurant. We will then visit the Franklin Roosevelt home, library and museum.

From there the route will move to the Holiday Inn at Poughkeepsie where we will spend the night. Dinner will be at Christos Restaurant in the McCann Municipal Golf Club grounds in Poughkeepsie.

Sunday we will head for West Point via the Mid-Hudson Bridge through the Storm King Highway, one of the most scenic routes on the east coast overlooking the Hudson River. We will visit the museum in West Point and we'll have lunch at the Thayer Hotel on the West Point grounds.

From there we go on to the Storm King Art Center in Mountainville, New York where a superb collection of fine art is displayed impressively in an elegant cut-stone mansion set in landscaped gardens overlooking the Catskill Mountains. From the gardens we get a magnificent vista of the rolling foothills, seen through five enormous Ionic granite columns.

At the Hammond Museum and Oriental Gardens there is a fee of \$1.50 to see the museum and a fee of \$1.50 to see the Gardens. When you arrive there, you will choose which you care to see and to pay your own fee. The Vanderbilt Mansion and the Roosevelt home are also \$1.50 for each place. Children under 12 and adults over 62 are both free. There too, you will have to purchase your own tickets.

Lyndhurst Castle Judging Meet July 23rd.

This is our annual judging event to see how respective beauties look to the unprejudiced and critical eyes of an experienced judge. This will also give a period of about 6 weeks to make any corrections before the National Meet. Picnic lunches under the shade trees make this a relaxed occasion. If you want to have your car judged or want to serve as a judge, please fill out the slip on the coupon page and return it to Ed McLaren. Last year there were too many members who showed up on that date without notifying Ed and it was quite a hardship. This year if you do not tell Ed beforehand, you will not get judged!

Williamsburg National Meet Caravan

We are planning to take a tour as a region to Williamsburg for the National Meet in September. We will leave on Tuesday, September 5th from our respective areas and meet on the New Jersey Turnpike. We will follow the turnpike down to the end and pick up the route that goes down the Delmarva peninsula, which is quite scenic. We will have an overnight stop probably in Pocomoke City. The next day we will follow the remainder ~~of~~ this route, taking the Chesapeake Bay toll bridge which for those of you who have never taken this route is a 17 mile road that goes both over and under the Chesapeake Bay. There is a nice restaurant in the middle where we can have lunch, and then complete the trip up to Williamsburg. The advantages of taking this route is that it eliminates the much more travelled route around Baltimore and Washington, is quite a bit shorter and is quite pretty as the final bonus.

The caravan will be lead by the experienced Allen Levy, who won his spurs in the trip to Toronto. There is strength in numbers so plan on joining us for this trip. If you have access to a CB radio, please bring it along as this method of communicating is helpful if you have a group of cars such as this.

February Meet Comments by Bob Greenberg

The February Meet was memorable for it may have been the first time that new members almost outnumbered the regulars. Attendance was down to perhaps 50 undoubtedly due to the messy roads and heavy applications of salt. Surprisingly there were seven proper motorcars including two phantoms. John Randolph drove his immaculate black one-but then he had only three miles to come.

The event took place at Stamford's German-American Club. If there was a moments hesitation at the Rampant Metal Eagle (with a ten foot wingspread) in the foyer, it was quickly dispelled at a cozy Bavarian style bar. Those, the more curious, sampled German draft, German bock, and German dark. Others, the less prudent, mixed a German beer with Bloody Marys. This is no more to be recommended than mixing Shell Dentax 90 with Girling brake fluid. Comfortable and warm, we had a pleasant lunch.

Afterwards Ted Mintz discussed the coming spring and summer activities. They sound fine- tours, picnics, technical meets, etc. There was also a short informal discussion about what we all did during the previous snow-bound months, building model Rolls, reading about Rolls, cleaning Rolls. Some of us, out of hearing distance of the microphone, offered more physical suggestions. The Chair ignored us.

The curtains were drawn and we watched a fine film from Harrah's collection. It was about the 1966 tour of pre 1915 antique cars. The setting, around Lake Tahoe and down to Reno, was fine for almost 180 of these Brass cars. There was one Ghost and a charming Harley motorcycle with side car. The sound track captured the cacophony of exhausts, valves, gears and horns. The film was professionally done and featured Jean Martin, Emmett Kelly and Lawrence Welk and we all exercised restraint waiting for the cars to come back on the screen.

The parking lot group gathered afterwards, looking, guiding cars, wishing, planning and we then dispersed. On the way home the Clouds parted and the Sun came out. Nice touch, Ted.

March Meet Comments by Ed Eaton (Irrespectfully submitted)

The Rolls Royces and Bentleys started streaming into a peninsula point of the Main Street of Dobbs Ferry, at about 11:30 A. M. on March 19th. The Chart House is certainly not characteristic of the kind of architecture you would expect 60 miles north of New York City, on the edge of the great Hudson River. It is a real Jonathon Seagull, wooden structure largely single story, somewhat round in form with glass along its total periphery so that everyone on the inside can have a panoramic view of the lower mid-Hudson area and New York and New Jersey; even viewing the George Washington Bridge in the distance. Incidentally, Ted Mintz says that Sea Gull is spelled Segal as this is the lower area of the Catskills.

Besides the usual welcoming, handshakes, and embraces, the meeting got off to an important start with a talk by John Godfrey on the subject of fuel pumps, particularly on post-war models and some tricks and practical suggestions on how to avoid isolation of highways or by-ways because of a defective fuel pump.

He was followed by a most interesting short session given by Peter Schwartz on the Gulf-Check equipment condition evaluation method; very briefly, this allows you by paying \$9.00 to get a special bottle and shipping containers to send a small sample of engine oil to Gulf who will then report on the types of wear taking place in your engine, as well as THE POSSIBLE CAUSES of these engine problems and wear. Both of these talks were very well received by an interested group of owners.

After the usual cocktail inbibing, Walter and Evelyne Schnyder welcomed us to a sumptuous luncheon garnished Hawaiiin style in the most pleasant outdoor surroundings.

Following a most delightful meeting, a few of the owners and several Bentleys and Rolls Royces were seen being driven off of the pier, into the river, so that their owners could remain at Chart House forever; in one case, we do understand that the car was insured for an exhorbitant amount and in other case, it was reported but not confirmed that the wife was still in the car, and that there had been considerable bickering going before the incident.

Despite all these little mishaps, the delightful and most pleasant afternoon was held by all, and nature smiled on us by bringing out the sun shortly after arrival and maintaining it until departure, which was before it had come over the Yardarm.

Important Change To Known Information! I believe that everyone is familiar with the expression that if one stands at the corner of 42nd Street and Broadway and if you wait long enough, the whole world will come by. Not too long ago, your editors were having an ice cream cone at the corner of 72nd and Madison Avenue and who should come jogging by but Allen Levy. He explained that his 2 cars had both broken down and the only thing running in his house was himself! Shortly after we had started this conversation, who should stop at the light but Jorge Cantero in his white Cloud. We welcomed him into the conversation for the duration of the traffic light, and even a little longer before those behind him felt that he should move on. So it is obvious to all that the center of the universe has shifted a little north and east of the famous location. Just thought we should keep you posted!

Important News Flash! At the recent International Auto Show that was held at the New York Coliseum, several of our region members entered their cars in the judging with the following results:

First Prize - Allyn Roberts - RR Silver Ghost Tourer

Third Prize - Eric Weissberg - Bentley 8 Liter Tourer

Congratulations to the pair of you for upholding the region's honor!

Even More Important News Flash! We are enclosing in this newsletter a copy of the present membership list. You will note that there are *'s in front of the names of most of the people on the list. This indicates that they have paid their 1978 dues. Some even have 2 *'s which means that they have already paid their 1979 dues (this helps make the region's balance sheet look good). However if you do not find an * in front of your name, it indicates two facts; first and most obviously is that you have not paid your dues (shame) and second that this will be the last newsletter that you will receive containing all the important news that you will want to get about our beloved machines. (Sorry!) If you want to stay on the mailing list, rush a check off to our chairman Ted Mintz with those all important regional dues.

Parts Resources - Reprinted from the Northern Cal. Region Letter
The Bijur Lubricating Corp. has 5/32" tubing for Bijur chassis oiler (5/32" o.d., brass, annealed, soft temper, bright finish, .025" wall thickness, Part #5B25; and compression sleeves for this tubing (olives), Part #B1061. The price in 1976 was \$6.72 for 12 feet. They also have several hoses (6", 7", etc.) with 5/32" ends, drips plugs, etc., but these have non-British threads. That is the Bijur Lubricating Corp., 6304 N. Cicero Ave., Chicago, Ill. 60646. (Their main office is in Rochelle Park, New Jersey, N. J. 07662).

Another source for British nuts, bolts, threaded rods, taps and dies, and hand tools is Maryland Metrics, P. O. Box 261, Owings Mills, Md. 21117, (301) 358-3130.

PHLEBITIS OF THE BRAKES - Reprinted from the S. Cal. Newsletter

The Rolls-Royce double master cylinder plus mechanical brake set-up is commonly thought to be "fail safe". This may be true but to a limited extent. If both hydraulic systems fail at the same time, braking capability is reduced by 90%. This happened to LSLG36 and it was more due to luck than skill that we stopped. There is only one way to insure against this — timely maintenance.

1. Reservoirs: The outsides of the jars should be kept clean so that fluid levels can be checked at a glance. Rapid fluid loss means something is wrong. Check garage floor, backing plates, etc., to determine what is leaking. Periodically, the jars should be removed so that their inner surfaces can be cleaned. Brake fluid absorbs water creating a deposit in reservoirs, lines and cylinders. This residium is potentially dangerous.

The filters should be checked. The disintegration of these screens, and the above mentioned sediment, caused the brake failure in LSLG36. When refilling the reservoirs, the screens should be moistened in brake fluid. This will inhibit the absorption of water. Fluid level should be kept just below these filters. If there are holes in the screens, the material is in the braking system and will thrombose the tubing and form clots in the cylinders.

2. Rubber Hoses: The hoses from the reservoirs to the master cylinders may be renewed with 3/8" neoprene fuel line. These vary somewhat from car to car in length, etc. Conventional hose clamps work well.

Front flex pipes (Part #UR4807) should be checked and replaced as necessary. Jaguar XK150 front hoses interchange. Remember, there are a total of four of these. The rear flex pipe (Part #UR4808) should also be checked.

3. Cylinders: Check wheel and master cylinders and rebuild as necessary. If you are apprehensive about, or unfamiliar with, these procedures, consult an expert, not Joe Schmendrik at the local garage. The cost of new master cylinders is astronomical—don't mess them up, or you will go broke and your wife will leave you for a Cadillac owner. Kits for 1" master cylinders (C.D.2026) and 3/4" units (C.D.2027) are available. Both should be overhauled at the same time.

4. Other Tips: a) If brake drums are tight on the shoes, use 1/2" UNF bolts, in holes provided in the drum as a puller. b) The hydraulic systems should be purged every couple of years. c) Girling Crimson brake fluid is no longer available. Refill with good heavy duty fluid (spec. is DOT 3). We use Castrol G.T. d) Shoes should be relined only with Rolls-Royce quality material such as Ferodo. e) Brake fluid and paint are not compatible. You can wash it off your body, but you don't require respraying! f) Note that the age of the system, not mileage, is the overriding consideration. LSLG36 at the time of her near disaster (1974) had only 45,000 miles on the clock. However, SLG series chassis were in erected in 1959. This was the first brake work done on the automobile. All Silver Clouds and S-Series Bentleys will develop these problems and one day your brakes will fail because of decayed screen and other debris in the circulatory system. This applies in general to S-1 cars with two single master cylinders as well, except that kits are, as far as I know, obtainable.

Concourse D'Elegance, Lyndhurst Castle, Tarrytown, N.Y. July 23rd.
Please send form to: Ed McLaren, 25 Middle River Rd., Danbury, Conn.
06810 (203) 744-0342, by July 2nd. Sned no money, admission will be
collected at the gate.

Car to be judged: Year _____ Model _____
Chassis No. _____ Body Style _____
Body Maker _____ Would you like to serve as a Judge?
Name _____ Yes _____ No _____
Address _____ Experienced _____ Novice _____
City/State _____

* * * * *

Spring Tour, Hudson Valley, June 23-25. Please send form to:
Mrs. Charlotte Goldfarb, 10 Fraser Drive, Woodbridge, Conn. 06525
(203) 397-2945, by June 8th.

Name _____ Car: Year _____ Body _____
Address _____ Model _____
City/State _____ Color _____

FRIDAY: Dinner, Ethan Allen Inn. \$12.00 per person, Tax & Tip included.

Sliced Tenderloin with Bordelaise Sauce No. _____

Stuffed Fresh Fillet of Sole with Crabmeat No. _____

Lodging: No. single _____ @ \$28.36; No. double _____ @ \$34.78

SATURDAY: Buffet Lunch, Easy Street, No. _____ \$4.50 Tax & Tip included.

Dinner, Christos Restaurant. \$12.00 per person, T & T incl.

Prime Ribs of Beef No. _____

Red Snapper No. _____

Boneless Breast of Capon No. _____

Lodging: No. single _____ @ \$25.00; No. double _____ @ \$31.00

SUNDAY: Luncheon, Thayer Hotel. \$6.50 per person, Tax & Tip included.

Chicken Corden Bleu No. _____

Registration Fee \$5.00 per car _____ for anyone staying for 2 or 3 days.

* * * * *

Marshall Field Estate Tour, Caumsett Park, May 21st. Please send form
to: Mrs. Lydia Morrongiello, 18 School Lane, Lloyd Harbor, N. Y. 11743.
(516) 423-4195.

Name _____ No. in party _____
Address _____ Check Enclosed _____
City/State _____ (\$12.00 per person)

July. 1978

THE ROLLS-ROYCE OWNERS' CLUB, INC.



ATLANTIC REGION

TECHNICAL V.P.
JOHN HAYWOOD
3 YON ROAD
HUNTINGTON, NEW YORK 11743

ACTIVITIES V.P.
JOHN GODFREY
113 CROSS HIGHWAY
WESTPORT, CONNECTICUT 06890

JUDGING AND AWARDS V.P.
EDWARD MCLAREN
25 MIDDLE RIVER ROAD
DANBURY, CONNECTICUT 06810

PRESIDENT
THEODORE MINTZ
28 MILAN ROAD
WOODBIDGE, CONNECTICUT 06525

THE COMMITTEE
DONALD CLOSE -- DR. LAWRENCE VEPROVSKY
WILLIAM LUEDDEKE -- ALLEN LEVY

NEWSLETTER EDITOR
MARGARET G. FRANCIS
CENTER ROAD
EASTON, CONNECTICUT 06425

SECRETARY
EDGAR EATON
30 COLONIAL DRIVE
CONVENT STATION, NEW JERSEY 07961

TREASURER
EMILY WALKER
RR#3
WEST REDDING, CONNECTICUT 06896

July 23

CALENDAR

- July 23 Lyndhurst, N.Y. Judging Meet
- August 6 Huntington Bay, L.I., N.Y.-Wichord Estate Picnic
- September 6-10 Williamsburg, Virginia-National Meet
- October 1 Newton, N.J.-Technical Session
- October 20-22 Southbury, Conn., Harrison Inn Fall Tour
- November Regional Board Meeting
- December 2 Woodbridge Conn., Holiday Party.

Welcome:

New Members:

- Harry R. Blau-126 Wheatly Road., Old Westbury, NY 11568
- Louise Cold-Box 1103, Great Neck, NY 11023
- Dr. Steward Perlow-2 Cornell Place, Great Neck, NY 11020
- Bernard Hyman-38 The Berches, Roslyn, NY 11576

Glad to have you ABOARD!! "old" members be sure that you introduce our new members and orient them to our crazy ways!

CHAIRMAN'S CORNER

A word to the wise!-unfortunately, a mechanic has come into our regions area with very questionable credentials. It seems that he claims to have worked on my cars and evidently feels that this is a recommendation.

Unfortunately, some of our region members have been badly "taken" by this individual and I feel that it is an obligation on my part to warn you about accepting his word about his ability. Please feel free to check with me if anyone uses my name as a recommendation--I feel very strongly about putting a stop to this sort of deception.

The time has come to make our final plans for the caravan to Williamsburg, for the National Meet in Toronto; remember the fun and the pleasure of each other's company on the overnite trip; Our "Tour Leader" Allen Levy (actually Karen does all the work) has consented to lead us on to Williamsburg (or thereabouts) once again. Come join us!!

Why travel alone??

UP & COMING EVENTS

July 23 !

Lyndhurst--judging meet
Concours D'elegance--Ed McLaren --see registration form
at end of the letter.

Lyndhurst Castle judging meet July 23rd.

This is our annual judging event to see how respectives beauties look to the unprejudiced and critical eyes of an experienced judge. This will also give a period of about 6 weeks to make any corrections before the National Meet. Picnic lunches under the shade trees make this a relaxed occasion. If you want to have your car judged or want to serve as a judge, please fill out the slip on the coupon page and return it to Ed McLaren. Last year there were too many members who showed up on that date without notifying Ed and it was quite a hardship. This year, if you do not tell Ed beforehand, your car will not get judged!

11 O'clock--bring picnic lunch

"see attached form"

Also, many people should take advantage of having their car "surveyed" by experts. It's not necessary to have a "Winner" but you can find out how to improve your car's performance, appearance, and safety.

NATIONAL CONVENTION

"FUN AND SUN"

August 6th Meeting--Wichard's Estate-Long Island

Once again Sonia & Phil Wichard has offered to host a day for the region at their home in Huntington Bay, Long Island.

Those of us who attended the last Meet there, are still talking about it, this one is just plain FUN DAY; pack a picnic lunch, toss in your bathing suit, bring your guitar, cazoo, or whatever you play, or just your singing voice for a possible sing-a-long.

Something new this year! a mixed doubles tennis tournament is being planned, if you try hard enough, you might be able to bribe the "officials" and win, there is a brand new court on the lawn.

Phil Wichard promises to open his garage(?) again and possibly show some new additions to his magnificent collection, bring polishing cloths, you'd like, maybe you can have the thrill of polishing one of his "beauties."

For your additional pleasure wine & cheese will be served!

Our last meeting at Wichard's was the largest attendance ever at Region Meet- we must have your reservations in advance this time so proper planning can be made for parking and security.

DIRECTIONS

From N.J.:, G.W. Bridge, Cross Bronx Exp. to Throgs Neck Bridge to

Exp. Way 495 East

From Conn.:, Trogs Neck Bridge to Exp. Way 495 East

From N.Y.:, L.I.E. EAST

Long Island Expway East to Exit 49N. Rt.110 North to Huntington-go North on 110 all the way to the end (cross Jericho Tpke, 25A) at end of 110 continue a long water (East shore Rd. to Kanen Lane make right up H.11- through gates marked "Bay Crest" go straight to Red Brick walls-P. Wichard entrance-

RESERVATIONS BY JULY 30th- why wait, mail it today!

DRIVER	RAWK SCORE
J. Morris	1978
P. Wichard	1982
M. Beck	2000
M. Mann	2049
A. Levy	2034
D. Alpel	2057
B. Bravets	2137
H. Close	2258
R. Greenberg	2320

Sept. 5-10;CARAVAN TO WILLIAMSBURG, VIRGINIANational Convention.

The Atlantic Region is planning to caravan to Williamsburg on Tuesday September 5, 1978 for the RROC National Meet. Allen Levy has planned our route as follows; Everyone who registers will be given a start location as close to their home as possible with other cars for their own local area. All small groups will meet at the Walt Wittman Service Area on the New Jersey Turnpike at noon. This area is located 3 miles south exit #4 and about 40 miles from the end of the pike. After lunch we will procede as follows; finish turnpike, procede via route #13 to Pocomoke City, Maryland to the Holiday Inn where we have reserved an entire block of rooms, arranged a security guard, rate single-\$19.00 double-\$26.00/ The total mileage from New York to Pocomoke City is 250. Wednesday morning following route #13 with a lunch stop at the rest area in the middle of the Chesapeake Tunnel-Bridge complex, (recommended by Bion Frances-one of the worlds great eaters) on to Williamsburg, miles for today approx. 125. See attached forms.

If you don't join the Caravan, you can still meet us at Beautiful Williamsburg-at the National Convention.

Oct. 1

Frank Allocca's repeat-"Day with your Car"-tête à tête with your most troublesome friend-Oct.1.

More in the next newsletter-but save the date, more than a dozen automobile lifts, plenty of technical help; look, inspect, lubricate the chassis, change the oil, make minor repairs and adjustments. Get to know your "best friend"-better.

Oct. 20, 21, 22. Annual Fall Tour-Heritage Inn, Southbury, Conn.

Save the dates. A real high point of the season, delightful week-end

The final scores are in!

Results of the driving test April 16 final "Rank"! and scores (courtesy John Godfrey)---April 16

TOTAL

<u>RANK</u>	<u>SCORE</u>	<u>DRIVER</u>
1	1483	A. Penner
2	1850	W. Lueddeke
3	1978	J. Morte
4	1982	P. Wichar
5	2000	M. Peck
6	2049	M. Mann
7	2091	A. Levy
8	2097	D. Aibel
9	2137	B. Bravers
10	2259	D. Close
11	2340	R. Greenberg

The Final Scores Are In! (cont.)

Rank	Score	Driver
12	2452	E. Croman
13	2508	L. Goldfarb
14	2509	D. Gartner
15	2887	E. Atlas
16	2892	J. Ray
17	missed 2 events	V. Pechanec
18	did not compete	T. Mintz
18	" "	G. Westher
18	" "	M. Sonfield
18	" "	S. Balint
18	" "	J. Godfrey

REPORT ON: MARSHALL FIELD ESTATE TOUR--from Bob Greenberg -May 21

During his lifetime, Marshal Field III spent summers at "Caunasett", his 2000 acre country estate. It included fish, birds, a dairy barn with 100 Guernseys, polo ponies and a staff of 90 to provide for the large Georgian house. There were (in sequence) three wines. It was undoubtedly one of "The " luxury estates of Long Island yet, no more grand event took place than the gathering of 60 Rolls Royceat the regions spring meet.

The 65 room mansion was the focus of the collection and was decorated with different room settings by local designers and decorators, a designer's show case! The ladies and some men, actively toured displays that most people characterised as overwhelming. Flower gardens, sculpture displays and hundreds of sailboats in Long Island Sound assured that Long Island has continued to provide a beautiful spring start to the region's activities. We have the making of a tradition.

The cars were almost all post war. Notable exceptions were an early PI Phaetom, a handsome Thrupp and Maberly Bentley and Phil Wichard with a 4½ litre Bentley, two P II's and a PIII! Phil may have meant no harm, or he may have read "winning through intimidation" but the result of that incredible display (in particular, the 100 point Bentley), was to strengthen the resolve of the club's members;- to work harder, to marry a rich lady, or perhaps to get a job.

Many people believed that the singing telegram has disappeared. Lydia Morrongiello and her girl's chorus proved it's still here, singing "Happy Birthday" and "Happy Anniversary" first to Trish Greenberg and then to Bob & Trish, the girls had serenaded the members during a luncheon in a large tent. The tent attached appropriately to what had been the estate's garage.

The chorus and luncheon was nice; the girls were . Not being familiar with "haute couture", I cannot identify who dressed the girls. Charles Moringiello, however, was, I believe, dressed by John Travolta. The entire affair was hosted by Lydia. Everyone thanks her.

THE WAYSIDE CHAPEL

BACKGROUND:

An English lady, while visiting Switzerland, was looking for a room, and she asked the schoolmaster if he could recommend any. He took her to see several rooms and when everything was settled, the lady returned to her home to make the final preparations to move. When she arrived home, the thought suddenly occurred to her that she had not seen a "W.C" (water closet: toilet) around the place. So she immediately wrote a note to the schoolmaster asking him if there was a "W.C." around. The schoolmaster was a very poor student of English, so he asked the parish priest if he could help him in the matter. Together they tried to discover the meaning of the letters "W.C." and the only solution they could find for the letters was a "Wayside Chapel" The schoolmaster then wrote the following note to the English lady:

Dear Madam:

I take great pleasure in informing you that the "W.C." is situated nine miles from the house in the center of a beautiful grove of pine trees surrounded by lovely grounds.

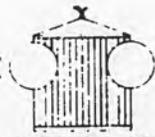
It is capable of holding 229 people, and it is open on Sundays and Thursdays only. As there are a great number of people expected during the summer months, I would suggest that you come early, although there is usually plenty of standing room. This is an unfortunate situation, particularly if you are in the habit of going regularly.

You will, no doubt, be glad to hear that a good number bring their own lunch and make a day of it. While others, who can afford to go by car, arrive just in time. I would especially recommend your ladyship to go on Thursday, when there is an organ accompaniment. The acoustics are excellent, and even the most delicate sounds can be heard everywhere.

It may interest you to know that my daughter was married in the "W.C" and it was there that she met her husband. I can remember the rush there was for seats. There were ten people to a seat usually occupied by one. It was wonderful to see the expressions on their faces.

SEPT '78

THE ROLLS-ROYCE OWNERS' CLUB, INC.



ATLANTIC REGION

PRESIDENT
THEODORE MINTZ
28 MILAN ROAD
WOODBIDGE, CONNECTICUT 06525

THE COMMITTEE
DONALD CLOSE -- DR. LAWRENCE VEPROVSKY
WILLIAM LUEDDEKE -- ALLEN LEVY

NEWSLETTER EDITOR
MARGARET G. FRANCIS
CENTER ROAD
EASTON, CONNECTICUT 06425

SECRETARY
EDGAR EATON
30 COLONIAL DRIVE
CONVENT STATION, NEW JERSEY 07961

TREASURER
EMILY WALKER
RR#3
WEST REDDING, CONNECTICUT 06896

TECHNICAL V P
JOHN HAYWOOD
3 YON ROAD
HUNTINGTON NEW YORK 11743

ACTIVITIES V P
JOHN GODFREY
113 CROSS HIGHWAY
WESTPORT, CONNECTICUT 06880

JUDGING AND AWARDS V P
EDWARD McLAREN
25 MIDDLE RIVER ROAD
DANBURY, CONNECTICUT 06810

Calendar

- September 6-10 Williamsburg, Virginia-National meet
- October 1 Newton, NJ Technical Session
- October 20-22 Southbury, Conn.- Harrison Inn
- (November 5-) Visit Presley Blake-Yankee Region
- November 19 Regional Board Meeting
- December 2 Woodbridge Conn.-Holiday Party

Chairman's Corner

Welcome to New members:

- David (Bonnie) Hill- Poughkeepsie, NY
- Lance (Annettee) Green Suffern, NY
- Arthur(Margaret) Pinkham- NYC-NY
- Richard(Alice) Fabbri- Merrich, NY

Summer Tour by Robert Greenberg
June 24, 24, 25

Late in the 1930's William Randolph Hearst maintained San Simon, an 1800 acre estate on the California Coast close to San Luis Obispo. Here, he entertained the celebrated, the talented, the accomplished-

The August weekend, guests were invited to board the 180 ft family yacht. In each state room, they found complete and appropriate wardrobes in their size. Hearst had arranged this with each of the guest's household staff. When the cruise ended three days later in Los Angeles as the boat was docking, everyone's car and chauffeur was waiting on the pier. This was also arranged by Mr. Hearst.

Charlotte and Len Goldbard may not be familiar with the story, but they attended the Region's summer tour with similar grace.

97' 7932

THE ROLLS ROYCE OWNERS CLUB INC

Chairman's corner

The entire region owes a debt of gratitude to some of our hard working members—and I do want to thank them now.

Helen and Ed Eaton for doing a wonderful job of producing our last, and this newsletter on a few hours notice—while our editor was on vacation.

Charlotte and Len Goldfard for many hours of time (and driving) to arrange for our spring tour.

Ed McLaren and all the volunteer judges who worked so hard in the miserable heat at Lyndhurst judging our cars.

Sonia and Phil Wichard who suffered through two weeks of rain for the right day to have the picnic at their home. We originally had over 200 people who were to attend; (what phone calling!).

Plans for the Caravan to the National Meet in Williamsburg are under the "steering" of Karen and Allen Levy, we probably will have over 30 cars going from our region. I hope you have let Allen know if you are joining us. His phone number is (212) 472-1669.

Last minute news flash!— the region has been invited by Presley Blake to a Yankee Region Meeting to be held at his home (and well stocked garage) on Sunday November 5, 1978 in Somers, Conn. (which is on the Conn, Mass. borderline); anyone interested in attending should let me know, and I will see that a bulletin is sent to you. Pres Blake has a "collection" that is well worth seeing. Somers Ct. is about 1 1/4 hours driving time from New Haven going north on I95.

Summer Tour by Robert Greenberg
June 23, 24, 25

Late in the 1930's William Randolph Hearst maintained San Simon, an 18000 acre estate on the California Coast close to San Luis Obispo. Here, he entertained the celebrated, the talented, the accomplished.

One August weekend, guests were invited to board the 180 ft family yacht. In each state room, they found complete and appropriate wardrobes in their size. Hearst had arranged this with each of the guest's household staff. When the cruise ended three days later in Los Angeles as the boat was docking, everyone's car and chauffeur was waiting on the pier. This was also arranged by Mr. Hearst.

Charlotte and Len Goldfarb may not be familiar with the story, but they arranged the Region's summer tour with similar grace.

The tour covered 267 miles, three days and 26,731 calories!

It ended with a view 2000 ft above the Hudson River and West Point, with a sustained standing ovation for Charlotte and Len that covered the regret that all felt for ending the tour and having to go home.

(Like, beauty marks once used to heighten the effect of a beautiful face, by placing a dramatic imperfection in close juxtaposition with perfect eyes, nose or mouth)

On the second day our beautiful tour took on a very special effect.

In crossing through Poughkeepsie; we lost our way and came apart. Sennet-like we kept crossing each other's path winding from one Urban redevelopment to the next, always in sight of the cross Hudson Bridge which loomed large but appeared devoid of an entrance. It is not possible to explain how the crossing was accomplished.

Other events varied from romantic to stimulating. Dining in the moonlight, touring through wooded routes in and around the river area, visiting West Point, Hyde Park, estates museums, driving great cars on interesting and varying roads. The permanent group (about 16) was joined by local members for shorter periods. The cars had a good workout and performed with Roll-like reliability.

Report on Lyndhurst- by Franklin W. Eichacker
Judging meet-July 23

It was hot, and it was humid, but our Concours d'Elegance was held under a canopy of magnificent shade trees lining the entrance to Jay Gould's estate in Tarrytown, New York, and the cooling breeze made for a most comfortable day.

The twenty eight cars were judged in four classes: Bentleys from SL to present, R types and older, pre-war Rolls Royces and post-war Roll Royces. Mark VI and R types were judged with pre-war models because there weren't enough pre-war Bentleys to make a class.

The judge of each class was assisted by four novice judges of varying experience. On the team judging the older Bentleys, your correspondent was definitely the least experienced, but my-oh-my he learned plenty. In the first place, the check-off list the judges use is a revelation in itself. You never knew there were so many items to look for in our cars. Things you just took for granted - or ignored- suddenly assumed new significance.

A complete unexpected bonus was that serving just one day as a novice judge puts one in a much better position to evaluate a car that he is considering purchasing.

Of course, many of these benefits accrue to one simply be having his car judged. I sure hope that no one out there is timid about entering his car in one of our Concours, and I also hope that no one is timid about offering his talents, however modest, to assist in the

judging. Try it- you'll like it!

Last, and not least, we record here our indebtedness to those who donated their expertise in making our Concours d'Elegance a success.

REPORT ON AUGUST 6th and 13th at WICHARD'S ESTATE

Huntington Bay, New York
Lydia Morrongiello reporting

This was the first time that the region had the same meet on two consecutive weekends. Originally scheduled for August 6, those optimistic members who doubted the weatherman, arrived at Wichard's only to find the meet was postponed to the raindate, August 13. So once again the Wichard's put out the welcome mat on the following Sunday.

As we arrived at the brick gates with the unique (no pun) vintage name plaque, we knew we were in for an automotive treat. Coming down the winding driveway lined with a great variety of region's Silver Clouds, S-1 Bentleys, and Silver Shadows, we first came to Phil's museum better known as "Wichard's Wonderful World of Wheels." Here we strolled around some of the finest examples of Rolls-Royces, Lincolns, Packards, Cadillacs, Pierce, Arrows, Fords, and other sundry examples of foreign and domestic auto manufacturers. And what you didn't find on the upper level you could locate on the lower level of the garage.

While some of the 125 people were feasting their eyes, others were picnicking on the rolling lawns and enjoying the magnificent wines and cheeses which Sonia and Phil provided. (Sonia recommends Charlie Morrongiello as the best slicer of cheeses!) Here we had a chance to meet our international guests: Leonard Sessa brought friends from France, and the Harwood's brought Sue's mother from England and Sue's brother from Holland. We were also glad to meet the whole Hilper family.

For those more athletically inclined, we had a few tennis matches featuring the Wichard champs, Alvin, and Gary VS. the Harwood sluggers, Sue and John. Others enjoyed a swim in the pool. Those more adventuresome and daring folks determined to get to the beach, waded through Phil's new lake (ducks and all!) Gee Phil--- it's not everyone who has a lake installed just for a RR meet!

All of us who attended either or both meets (did anyone stay all week?) send our thanks to Sonia and Phil for welcoming the region to their lovely estate. Those of us who have chaired meets understand the time and effort which is spent to organize and run a meet. But opening one's own estate for a meet is exceptional and we all greatly appreciate the efforts of our host and hostess.

One additional vote of "thanks" goes to the weatherman!!!!

FALL FOLIAGE WEEK-END MEET

Oct. 20-22

A repeat of one of our most enjoyable week-ends will again be held at the Harrison Inn in Heritage Village, Southbury, Conn.

Plan to arrive Friday (20th) for dinner and stay through Sunday after their famous Sunday Brunch; our week-end package rate \$180.00 per couple/140.00 single, includes all gratuities (pays to bring a date) includes lovely room with private bath, all meals and full use of all the facilities of the Inn. (last year, we had some "female pool hustlers" who really took everyone)

We will have private rooms for all our functions; after dinner Friday nite, plans are afoot for you to be entertained.

Saturday: will be a full day, seminars are being planned to keep everyone busy and happy, after lunch, we will take a foliage tour through this beautiful wooded area of Conn., there will be enough time to browse and shop the lovely stores in the area.

We have all been invited to be the guests of Shirley and Earl Herbst for a cocktail party to be held at the Harrison Inn prior to our Annual Award's Banquet. Come, attend, applaud your fellow members who are Award Winners, or pick up your own award.

Sunday morning: annual region meeting will be held right after breakfast, please give some thought to subjects you might want to discuss at the meeting. Your input is important to the welfare and enjoyment of our entire region, this is your chance to help !!

If you can not attend for the entire week-end, you are welcome to come for any part of the time.

Directions are:

Hutchinson Parkway to Rt 684- to Rt 84 to Exit 15- off ramp go left to light-take 1st left after light (Heritage Road) Harrison Inn is one mile from there on the right.

Note: The Harrison Inn has a strict reservation policy, you positively must send your reservations in at once.

Deposit of \$50.00 (do it now) by Sept. 15th to: _____

T.R. MINTZ-28 Milan Road, Woodbridge, TC 06525. Tel(203) 387-0605

TECHNICAL SESSION - Oct. 1st - Newton, N.J.

LOCATION:

Intercar Inc. T.A.
Volkswagen, Newton, NJ
52 Hampton House Road
Route 206, Newton, NJ 07860

DIRECTIONS:

Sent on registration--see last page of the Newsletter.

TIME:

10:30 A.M. for rolls and coffee

PROGRAM:

Cars-inspection, lubrication, minor adjustments advice and counsel, bring any special oil you wish to use standard oil available.

ALTERNATE:

Dried flower arrangements-bring vase or container. There will be a basic price of \$6 for a medium sized dried flower arrangement.

Lunch including wine \$8/per person.

A repeat of last year's success... noted the success of the year - this is a chance to really get to know your car!

November 19- Regional Board Meeting.

Place to be announced for officers and committee. Save the date. Suggested nominations have been sent out to the Committee.

December 2- Woodbridge at the usual holiday "Blow-out"

mark your calendar!

SUGGESTION FROM THE TECHNICAL DIRECTOR.

John Harwood

Before Williamsburg, check the cooling system of your RR/B.

Checking the following items should give you peace of mind that the cooling system will function properly under the 90° + temperature which can be expected during the National Meet.

Many of these checks were no doubt made during routine maintenance but are listed here as a reminder.

HOSES

Look for swollen or spongy rubber. Squeeze the hose-cracks that appear on the surface portend a near term failure.

Don't forget to check the heater hoses, some of which may be buried under the left front seat, check all clamps for condition and tightness, but do not over-tighten.

RADIATOR

Look for stains on the header tank of car. White or rust colored stains indicate leaks, while a greenish powder-like deposit may be due to corrosion.

Don't overlook the possibility that some stains may come from coolant escaping from the overflow expansion valve which is not serious (except cosmetically) and may be corrected by replacing the overflow drain tube which runs from the filler neck to below the bottom tank.

HEAD GASKET

Occasionally, head gaskets will leak coolant to the outside of the block, again evidenced by stains running down the block from the gasket. If this exists there may also be a more serious internal leak of coolant into the oil. (see later)

DRAIN TAPS & HEATER TAPS

Check for leaks from the threads. Reseal and tighten as necessary.

WATER PUMP

Leaks from side mounted water pumps are easily detected. Just start the engine, open the bonnet and watch for spray.

Generally, the packing geared is the culprit and a simple tightening may effect a cure.

SUGGESTION FROM THE TECHNICAL DIRECTOR.

John Harwood

PLEASE MAKE CHECKS PAYABLE TO "THE HARRISON INN" (\$50.00)

Room----- (double or single)

Will arrive-----

Will only attend-----

Will attend all functions-----

No. in party-----

HOSES

Comments: (first from the chairman) Please send your reservations in AT ONCE it will make it much easier for those who are putting all their efforts and time into arranging this week-end

HEAD GASKET

Occasionally, head gaskets will leak coolant to the outside of the block, again evidenced by stains running down the block from the gasket. If this exists there may also be a more serious lateral leak of coolant into the oil. (see later)

DRAIN TAPS & HEATER TAPS

Check for leaks from the threads. Seal and tighten as necessary.

WATER PUMP

Leaks from side mounted water pumps are easily detected. Just start the engine, open the bonnet and watch for spray.

Generally, the packing geared to the cuprit and a simple tightening may effect a cure.

Front mounted pumps show leakage below the housing with the only cure being to rebuild or replace.

CAUTION:

Turn engine off before making this check.

So much for the external leaks which are relatively easy to locate. Internal leaks on the other hand are less apparent, and potentially much more damaging to the engine.

Some symptoms of internal leaks are:

1. Loss of coolant with no apparent external leaks
2. White or gray sludge deposits on the dip stick or underneath the oil filler cap.
3. Oil level or crankcase increasing over a period of time.
4. Combustion gases escaping from the coolant.
5. Oil deposits on the surface of the coolant and around the inside of the radiator filler neck.

By far the most serious of these conditions is where coolant is leaking into the crankcase and mixing with the oil to produce a viscous sludge which can clog oil passages. Furthermore, an oil and water mixture makes a "lousy" lubricant and can have disastrous effects on engine bearings.

A quick check for the presence of coolant in the crankcase can be made by taking a sample of oil from a fully warmed engine (after driving long enough to evaporate any moisture due to normal condensation) and drop this on to a hot surface (kitchen stove or exhaust manifold depending on your preference).

If the oil spits and steams when it hits the hot surface, it probably has coolant mixed with it. Try a sample from a new can of oil as a comparative test.

Having made these checks and corrected whatever was necessary, give your engine's cooling system a treat. If not done during the last twelve months; drain, flush and refill the system with a 50% mix of Prestone II and water. For extra measure add a pint of corrosion inhibitor available from RROC stores.

One additional step for prolonging the life of the engine is the use of a magnesium/copper assembly which acts as a sacrificial element, in that any corrosive action will first attack and dissolve the magnesium slug rather than the aluminum of your precious head. More about this in a later newsletter.

CLOUD CORNER (AND MORE) -by BILL MONROE

courtesy of NORTHERN CALIF. REGION

The prairie Region Canada printed a few genuine Lucas numbers in their Dec. '77 bulletin which I'm passing along to you with thanks to them. Most towns do have an imported car emporium if not an Officially Appointed Retailer, so these numbers may be of some help.

For your Shadow (prior to about 1970) ignition points are #54411772, distributor cap is #54411740, and the rotor is #425620. Bits and pieces: The amber front turn-signal lens (Shadow and SC III) carries the number 54581076. Gasket for this lens is #54573940. Need a turn-signal repeater lens? That's the small amber one on your Shadow's front fender. It's number is 54576640, and that gasket is #54576227. For your Mark VI/R-Type/Silver Dawn and certain Silver Wraiths, we have the following numbers: Side-lamp lens/rim (on the fenders in the front) is #573444. The O-rings that seal these to the lamp housing carries Lucas number 523986. If you have have one of the rare left-hand drive cars carrying a rectangular, fluted glass back-up light lens, the replacement number for this is #54584274, and it's gasket is #571979.

THE BEST MASCOT-contributed by Phil Carlson of Northern Calif Region.

Expert from the article "The Ten Best Mascots" by W.C. Williams in Car Collector, 2/78.)

The Queen of them all! The Spirit of Ecstasy has been in continual use longer than any other company mascot. She was introduced in 1911 and is still being used on Rolls-Royce motocars--a total of 67 years! When I chose this mascot, I referred to the 7" high model that was used on the Silver Ghost from 1911-1914. She differs from the later ones in that her wings are at a higher angle and she stands upon a higher base with vertical sides. The inscription ROLLS-ROYCE LTD. FEBRUARY 6, 1911 is inscribed in a full circle around the sides of the base. The sculptor's signature CHARLES SYKES appears on the top of the base to the left side. Most mascots also bear an inscription TRADE MARK REG. and U.S. PAT. OFF. under the wing. It was 1911 and mascots were catching on all over England and Europe. Rolls-Royce officials were concerned that several of their autos were seen with humorous mascots such as comic cops, scalded cats, golliwogs, etc. perched upon the bonnet. This was not harmonious with the dignity of their motor, so, at the suggestion of Lord Montagu, they commissioned well-known sculptor Charles Sykes, to design a mascot that was suitable. His design of a nymph with her flowing robes alighting upon the radiator cap was approved by the board of directors. Please note that this was the only design submitted and no prototypes exist. It is said that Eleanor Thornton, Montague's secretary, posed for the sculptor but according to Jo Sykes, Charles' daughter, several models were used. The facial features, however, are unmistakably those of Charles Sykes himself. The 7" type is the best looking of all of the various sizes and as it was produced for only four years (and not sold with every car) it is a very rare mascot. Prices are high and they just do not show up for sale. Beware of fakes! The Spirit of Ecstasy is perhaps the most widely copied mascot ever designed. Reproductions can be found in every size and in quality ranging from poor sand castings and pot metal abominations to very fine counterfeits which defy detection. Only by handling a great number of originals and reproductions can one separate the good from the bad and even then experts are sometimes fooled.

Nov 78

THE ROLLS-ROYCE OWNERS' CLUB, INC.



ATLANTIC REGION

PRESIDENT
THEODORE MINTZ
28 MILAN ROAD
WOODBIDGE, CONNECTICUT 06525

THE COMMITTEE
DONALD CLOSE — DR. LAWRENCE VEPROVSKY
WILLIAM LUEDDEKE — ALLEN LEVY

NEWSLETTER EDITOR
MARGARET G. FRANCIS
CENTER ROAD
EASTON, CONNECTICUT 06425

SECRETARY
EDGAR EATON
30 COLONIAL DRIVE
CONVENT STATION, NEW JERSEY 07961

TREASURER
EMILY WALKER
RR#3
WEST REDDING, CONNECTICUT 06896

TECHNICAL V.P.
JOHN HARWOOD
3 YON ROAD
HUNTINGTON, NEW YORK 11743

ACTIVITIES V.P.
JOHN GODFREY
113 CROSS HIGHWAY
WESTPORT, CONNECTICUT 06880

JUDGING AND AWARDS V.P.
EDWARD McLAREN
25 MIDDLE RIVER ROAD
DANBURY, CONNECTICUT 06810

November, 1978

CHAIRMAN'S CORNER

I guess that it's time to impeach the Chairman—he finally missed a meeting. For Shame, especially when we were honored by a visit to our Technical Session by our National President, John McFarlane.

The "Driver in Heaven" must have been ashamed of me as I was actually planning to drive down in my Jag XK120 Roadster and he punished me by clogging up one of my own personal fuel lines which necessitated an emergency 4:30 A.M. entrance into, or as the English say, "in Hospital". Complete inspection, etc., took 6 days and "regulator" was adjusted to a lower speed and I was released upon payment of tremendous "Garage" fee.

My heartfelt thanks to you who knew of my problem and sent me your many phone calls and good wishes.

P.S. Guess that I had better sell my Jaguar.

Ted

* * * * *

OCTOBER MEET AT FRANK ALLOCCA - by Ed Eaton

While the weather was not up to Rolls-Royce standards, the spirit and the enthusiasm at Frank Allocca's made up for the lack of sunshine.

Approximately fifty souls including some yung-uns—and almost twenty cars showed up. Servicing, however, was available for the cars only. This included oil changes, lubrication, brake adjustment, shock absorber maintenance, minor repairs of leaks, diagnosis, analysis, hypothesis, etc.

There were some failures. There were no cures or elimination of rust or corrosion, no conversions of Austins to Rolls, no births, no treasure finds and only minor heroics.

The brotherhood and sisterhood was contagious and everyone went home with this disease, and the hope that they would be cured.

For the gluttons among us, and that included everyone, there was a delicious luncheon and tasty refreshing wine.

For the artistic and aesthetic, there was flower arranging. It was entered into by most of the ladies with great interest and fervor under capable and imaginative direction of a professional. Most of us had samples to take back with us.

It was a fun and productive day and I know that I reflect the thoughts and sentiments of all when I offer -

Three cheers for Frank Allocca and his associates.

With gratitude and thanks from all of us.

Ed Eaton, Jr.

CHRISTMAS CHANUKAH PARTY - SATURDAY, DECEMBER 2nd. Woodbridge Country Club

Another repeat of the traditional holiday party to end our 1978 Regional festivities to be held again at the Woodbridge Country Club, Woodbridge, Conn. on Saturday, Dec. 2nd. Cocktails (self-host) and complimentary HorsDoeuvres at 12 noon. Lunch and festivities at 1:15. Remember to bring one grab bag gift per person, which is to cost no more than \$1.00 (start searching, it's getting harder to find that one dollar item). We have a special surprise gift this year for the men, that will be enjoyed as much as the ladies' lovely purse last year. We will have the gift for the first sixty gentleman that register - so do it now!.

Remember that your chairman and his bride arrange this party - better show up and with a proper motor car too. Ed. Note. Ted promised not, that is not to lead the singing this year. That was one of the nicest parts of last year's program. Modesty is very hard to live with in our higher officials. Let's encourage Ted to blend his voice with ours again this year.

Directions. From N.Y., N.J., L.I., (the rest of the country will just have to guess their way or call Ted and Jacquie for directions. Hutchison Parkway to Merritt Parkway. Exit 57 towards New Haven, go two stop lights, turn left onto Racebrook Rd., to to the first stop sign, Ansonia Rd., turn right. Go approximately 1½ miles, just past the golf course on the right, to Woodfield Rd., take the right to the Woodbridge Country Club. New England Thruway to Exit 38. Follow to Route 15 North (New Haven-Hartford) get off at Exit 57 and then follow the above directions.

See you all there with bells on.

ATLANTIC REGION ANNUAL AWARDS 1978

Best of Show:	Ernest Atlas
Pre-War Rolls-Royce:	1. Earl Herbst 2. No Award
Post-War Rolls-Royce:	1. Cliff Smith 2. Robert Samuels, Jr. 3. Vladimir Pechanic
Bentley Through R:	1. Theodore Mintz 2. Patricia Veprovsky 3. James H. Ray
Bentley SI and Later:	1. Franklin W. Eichacker 2. M. Clifford Feder 3. No Award
Epreuves de Maneuvres:	1. Arnold S. Penner 2. William Lueddeke 3. Joseph Mortell
Vintage Car Award:	1. Earl Herbst
Woman of the Year:	Lydia Morrongiello
Most Improved Car:	James Ray
Popular Choice:	Theodore Mintz
Guerrero Trophy	Ernest Atlas
Guerrero Trophy Replica:	(1977 Winner) Donald Close
Walker Trophy:	W. John Harwood
Walker Trophy: Replica	(1977 Winner) Edgar Eaton
Rolls-Royce Trophy:	Robert Greenberg

CALIFORNIA RROC MEET

The 1979 National Meet will be in Monterey, California on August 14-17th. Much of the time will be spent in Laguna Seca and Pebble Beach. The event is being set up as a family affair with lots of planned things for the children to do and even more for the "big kids" and their toys. They are asking for early registrations so please contact Lynn Monroe, 170 Main Dr., San Rafael, Cali. 94901, for full information.

BAZAAR

(Looks as if everyone is saving all their car things or forgot that you too can advertise free in our newsletter. Don't forget it goes to all the other regions in RROC.)

For Sale: Bentley 1936, 4 $\frac{1}{2}$ Park Ward Saloon. Chassis B75GP, #DLG2. In process of restoration in England. The Engine immaculately overhauled by S. Brunt; body off, chassis ready for work (at coachbuilder's). Interesting possibility of installation of custom aluminum convertible body. Must have my \$4,500 invested, plus the British bills due. CALL Richard Bowman, 71 Rt. 25A, Smithtown, N.Y. 11787. (516) 265-2560.

WILLIAMSBURG MEET - by Burt Keppler "On (and Off) to Williamsburg"

We received this great account of the National Meet in Williamsburg from Burt and knew that you would like to share it. For those of you who went, it will bring back memories. For those of you who didn't, don't you wish that you did?

"Sept. 4, 9 A.M. Family Conference—Wife (Louise) to Burt: "Do we have confirmation of our reservations at 1776 Resort in Williamsburg?" "Yes." Son Tom to Burt "How about deposit for our overnight stay at the Holiday Inn in Pokomoke City, Maryland?" "I sent it." Both to Burt: "You want us to get up when tomorrow? We almost thought you said 7 A.M." "I did". End of evenings' peace.

Sept. 10, 7:01 a.m. First argument whether we drive with LSHD 58's top up or down. Burt: "Down." Louise: "UP." Who wants to travel through the Jersey meadows with the top down?" Conclusion: "The top is up."

8:30 a.m. Burt, appointed lieutenant of mini caravan by Allen Levy has rendezvous with only other members of mini caravan near route 9A, David and Bonnie Hill, in Silver Dawn Saloon. David seeing LSHD 58 for first time: "Lovely car. Bet it really looks good with top down."

Set out for rendezvous with major caravan, 90 miles down Jersey Tpk. Stop at service area. See John and Amy Parker, Eleanor and Ed McClaren. John has his top down, dammit. On to rendezvous, Walt Whitman Service Area. It's empty! Where is everyone? The hell with it. Lunch. Rolls and Bentleys arrive by zillions causing service area gawking, near collisions, traffic jams.

2:30 p.m. First Rolls, a Phantom I tourer (I think) whizzes out in the lead like a bat out of Crewe, starts to average 60 MPH. Off we go! We turn on our portable CB. Stick aerial out window. Airwaves jammed with truck drivers amazed at Rolls-Royces. Spend much time explaining to 'em where we're going and why. They're impressed, say if they had our cars they wouldn't be caught on the N.J. Tpke.!

Twenty four Atlantic Region Rolls and Bentleys now strung out along 132 miles of Rt.13 between Wilmington Delaware Bridge and Pocomoke City. Mid-way Salisbury with dozens of quick turning stoplights proves excellent place to test out brakes. Arrive Holiday Inn, late afternoon. Cocktail Time! Bars spring up in every other room, door open, much jollity. Heavy run on ice machines. Parties organized to investigate Maryland crabcakes at restaurant down road. Restaurant prepared for quiet evening. Rolls-Royce mob appears. Chaos and crabcakes with steamed clams mopped up afterwards with desert at ice cream stand across road from Inn.

Allen gives marching (er, driving) orders for next day. On road 9:30a.m. Follow 13 southwards through Virginia to toll bridge and tunnel, up 60 or 64 to Williamsburg. John Harwood has top down on his Silver Dawn. LSHD58 top goes down! Sun hot. Louise also burning. We sizzle happily along southwards through tobacco fields dotted with fantastic, tiny, wooden frame houses, flat as a pancake country.

Williamsburg at last! Make four wrong turns. Lose CB contact with Len Goldfarb in Yellow B(handle). He makes five wrong turns. Finally find 1776 Resort: What a joint! Lovely mansion-like buildings set back in rolling green golf course. Get rooms, register, find location of ice machine. Find ideal parking spot near room. Why has no one parked there? Later discover giant, busy hornet's nest in tree directly above parking spot. Get on phone to find where everyone is staying. Make dinner reservations at fabulous Williamsburg restaurants.

Family powow: In morning do we go to prewar tech seminar or to Colonial Williamsburg? We go to Williamsburg, make big mistake in not getting back for Ken and Mermie Karger's fabulous survey of Rolls-Royce and Bentleys using the real cars as illustrations. Flea market going hot and heavy in 1776. No Silver Dawn parts except windshield wipers. Buy two jars of Hyde Food for 50¢ less than usual price.

Full day postwar car technical seminar on Friday with big play on Mark 6 and R-type plus much on Clouds. Non-competing cars get evaluated and aided by judges (new idea this meet). Large cluster of enthusiasts listen to RR engineer expound on glories of Silver Shadow. Rolls-Royce throws outdoor cocktail party wingding with open bar, unbelievable quantities of shrimp. Dive in toothpick first. Off to another glorious Williamsburg Inn Dinner, then a fascinating, amusing talk by Osmond Rivers, Hoopers Chief Designer. He relates more than some of motor car owning celebrities discussed might wish. Non-Rivers goes tour governor's mansion by candlelight.

Friday Late evening: Family conference: Louise to Burt, "Don't tell me we must be on the Kingsmill Country Club judging field by 7:30 a.m. You know they won't get around to judging our car until late afternoon even if judging is supposed to begin at 9 a.m." We arrive at field at 7:30 a.m. What a sight! Glorious rolling greenery all cluttered up with precise rows of colorful Rollses and Bentleys. Count 300 and give up. Get in Dawn-Silver Wraith Line. Clean, Polish, nitpick.

9 a.m. Has anyone seen a Judge? Ah yes, at end of Silver Wraith line, some 28 cars away. Wait. Talk to friends. Photograph other cars. It's getting plenty hot. Make trip to rest tent for soft drink. Forgot Louise. Make second trip to tent for soft drink.

What are they squawking about on loudspeaker. Dave Mathewson has lost his keys? Well, let him use the spare set. He hasn't got one? Have I? Come to think of it, no. This is last time I go with one set. Search ground for Dave's keys. Nobody finds. We commiserate with Dave next to Pepsi spigot.

Bonnie Hill takes sunbath reclining on tarp covering cleaning material behind Hill Silver Dawn. Still no judges! More walking. More Pepsi. Shade! Give me shade! - - On opposite side of Dawn. Aha, crawl into open trunk. Quite cosy if spare tire didn't get me in ribs.

3 p.m. Judges, real judges. Start engine, lights. Do windshield wipers work? Of course! Good grief, this car has a working clock. No half point off. The fuse box? You're going to open the fuse box. You found what there-untinned copper wire. Now somebody must have put that there last night when we were asleep. No, I don't care if you are a judge and are missing that tool in your Dawn. You can't have mine. You're kidding? That's what I hoped. Dave's keys ave been found. Where? In his car where they'd fallen between the seats? Great. Glad I'm not the only one who's done that. We are finished being judged. It is 4 p.m., can we leave? No? There may be some re-judging, but the Pepsi has given out! More time. More waiting.

It's over, we can get back to 1776 Resort, ready for cocktails and presentaion dinner. Whatdya mean, you and Tom are going to take a shower? No time. Don't want to miss the cocktails. All right, all right, we'll be half an hour late.

So this is William and Mary Hall. Looks like a giant gym. Aha it is a gym. We promised we'd meet the Hilperts for drinks. How the hell can you find anyone in this monstrous joint? O.K. You go clockwise. I'll go counterwise and pin Hilperts in middle. Still no Hilperts? Aha, there they are over at that bar. Quick seats, everyone is seated. Where should we sit? O.K. made it. William and Mary students serving dinner are great. Everything fine, table partners lots of fun, can't remeber what we ate. (Food probably).

Time for awards. Listen, listen for Atlantic region names. Dave Mathewson's 1971 Mulliner Park Ward Drophead Coupe DRX9102 gets 3rd prize in Silver Shadows. Thank Goodness he found keys! First prize for Ernest Atlas's S3 Bentley 1964 Saloon B74FG. Ed Meyers 1923 Custom Phaeton 332XH Silver Ghost garners a third place. We ain't finished nearly! Earl Herbst takes second place in postwar Ghosts with his, 1926 Picacilly Roadster S347R1. In senior awards Maurice Schwartz's 1960 Hooper bodied SCII limousine LLCAL awarded coveted Hooper Award-presented by Osmond Rivers himself. What a great time to get it! Another senior award! Cliff Smith's 1949 Park Ward Sport Saloon WFC62 walked (er, ran away) with Mulliner Park Ward trophy-agala evening of successes for the region! Well, we Northerners didn't manage to take Richmond, but we did snatch the loot in Williamsburg. And what a glorious Sunday to drive home in triumph! Total mileage down and back, 840 miles; Now where did that tinned #32sWG wire go anyway?"

Burt

WILLIAMSBURG CARa van

For those of us who like lists and records, these are the cars that participated in the Caravan: 1 Silver Ghost, 4 Phantom I's, 1 25/30, 2 Silver Wraiths, 3 Silver Dawns, 8 Silver Clouds, 2 Silver Shadows, 1 20/25, 1 4½ Bentley, 4 S Series, 1 T Type, plus 6 who somehow managed to find their own way there. Not to mention that partridge in the pear tree.

DUES ARE DUE

Please send in the coupon on page 7 for your 1979 dues. We are updating the mailing list with current members and we don't want to leave you out. And while you are filling out all the others on page 7, just take a minute more. If you want to save 13¢ (or is it 15¢?) bring it along to the Holiday Party.

WELCOME TO NEW MEMBERS

John Balsis, 96 Cedar Ave., Hackensack, N.J.
 Bryan Jones, 105 Signal Hill Rd., Wilton, Conn.
 Carl November, 160 E. 38th St., NYC

REPORT OF THE CHIEF JUDGE FOR 1978 - by Ed McLaren

Atlantic Region is extremely fortunate in many respects. One of these is the competent, loyal and effective complement of judges who give so much of their time and talent to the Region. Each year the number of available qualified judges increases as apprentices who have two years or more experience move up to judge status. It is very gratifying to note that we continue to have a large portion of our new members volunteer to serve as apprentice judges soon after joining.

Our Concours this year was again held at Lyndhurst in Tarrytown, New York, an ideal facility for such an event. Twenty-eight cars were judged this year compared to twenty-nine in 1977. All cars judged were pre-registered. Last year I reported to you that only 19 of the 29 cars judged were pre-registered. The total number of cars at Lyndhurst this year was 45, which was 15 greater than the 1977 total attendance of 30. Our pre-registration requirement introduced this year did produce the desired result with no adverse effects.

I was pleased to note also that two of the cars judged at Lyndhurst went on to the 1978 National Meet in Williamsburg, Va., and earned identical scores to those earned at Lyndhurst - one 94½ and the other, 95! This is more than a coincidence, it certainly is a tribute to the consistency, thoroughness and accuracy of our Region's judges.

With such capability available I wish to urge each and every member to avail herself or himself of the opportunity to have his or her car judged at our next judging event. One third of the cars in attendance at Lyndhurst were not Judged! Having your car judged is similar to being a student - you're bound to learn something whether you try or not!

I wish to express my sincere thanks to those who served so capably as judges this past year. Without their efforts the Region would have no judging. Thank you.

Respectfully submitted,

Edward M. McLaren
Chief Judge

THANK YOU NOTE FROM NATIONAL

"Dear Ted:

On behalf of Headquarters, I would like to express our sincere gratitude to all the members of the Atlantic Region for the magnificent gift of \$100 towards defraying the expense of purchasing chairs for the conference room/library at Headquarters.

Recent additions to the library and to Headquarters are making it more and more responsive to the needs of the membership. The Atlantic Region's gift will enable members to research the Rolls-Royce or Bentley of their choice in comfort.

In addition to expressing my gratitude in this letter, I intend to thank you and the Atlantic Region publically at the upcoming Board of Directors" Meeting at Williamsburg.

Again, many, many thanks.

Kindest regards,

Bob (Shaffner)
ROLLS-ROYCE OWNERS' CLUB INC."