

JANUARY - FEBRUARY 1988

This will be your last issue delivered
if your 1988 dues have not been paid.



The Atlantic Lady

Bi-Monthly Publication of The
Rolls-Royce Owners Club, Atlantic Region



GUESS WHO GOT NEW BENTLEYS?



Photo by Unknown

Just in case you didn't know - TED MINTZ got a new Bentley. "Dagmar" is a 1939 4½ Drophead with overdrive, chassis no. B168MR.



© K. Karger 1987

This is the beautiful 1936 Bentley 4½ Drophead by Park Ward, chassis no. B30HK. It was purchased off the field at Hershey by our new chairman, Irv Kaufman.

DOWN THE ROAD ATLANTIC REGION RROC

Calendar (subject to change)



January 10, 1988	Luncheon at Grassy Hill Country Club, Orange, Ct. Ted and Jacqui Mintz, 203-387-0605
February	NO MEETING SCHEDULED
March 20, 1988	Ralley and Luncheon at Rockaway River Country Club, Danville, New Jersey Ed and Helen Eaton, 539-1968 Bob and Joan Gluckin, 366-3591
April 23, 1988	Tech Session, Ct. Ted and Jayne Hoffman, 203-698-0244
May	Visit to Old Westbury Gardens and Luncheon, Long Island Rich and Rima Nazarian, 212-532-7096
June	Week-end tour in Ct. featuring Pre-War Cars, Dick and Jacqui Podoloff, 203-393-3806
July	OPEN AT THIS TIME
August	Weekend tour in the New Hope area, Sam and Ursula Ornstein, 248-1111
September 24, 1988	Auto Show and Polo Match, Pluckemin, N. J. Bob and Joan Gluckin, 366-3591
October	Concourse and Annual Meeting, Ct. Vic and Phyllis Nevins, 718-767-8416 Charles and Kathi Curtin, 203-443-1107
November	Board Meeting and possible second Tech Session, Irv and Dotty Kaufman, 768-4156 Ted and Jayne Hoffman, 203-698-0244
December 3, 1988	1988 Holiday Party, Long Island Peter Shapiro, 516-676-5072.

Fellow Members, thank you for your display of confidence in electing me as your Chairman. I shall endeavor to perform in a manner worthy of your trust.

Our first Committee Meeting took place on November 28, much was accomplished. The new Committee members, Fred Haug, Rich Nazarian and Joe Star dug right into the problems and Rich Halprin, our new secretary, produced an accurate set of detailed minutes. (Any Region member can see a copy of these minutes by asking any Committee Member.)

Recognition of our financial situation was at the top of our agenda. Our dues intake is hardly enough to offset the cost of the newsletter. Yet the general feeling of the Committee was not to reduce the quality of the Atlantic Lady. Since dues can only be altered at the Annual Meeting, other sources of revenue would be investigated. Bob Gluckin suggested that he could rapidly produce T-shirts utilizing existing artwork. A \$500 trial run was authorized and to our amazement one week later, at the Holiday Party, Bob came up with the goods! They will be available at all Region functions or by mail.

One item that has always puzzled me is the spouse status in our organization. Do they have a vote? Can they hold office? Grace Tauber, our **SUPER SECRETARY** for many of the past years, is a spouse member after all. To clear up this situation and incidentally to raise revenue, Ted Mintz, who got a new **BENTLEY**, made a suggestion. Why not have an Associate Membership available for spouse members? A nominal fee of \$5 would suffice as there would be no additional newsletter expense to the Region. The motion was passed and a flurry of \$5 bills started to wave and our spouses were properly impressed. Edgar Eaton Volunteered (by appointment??) to prepare an amendment whose content is elsewhere in this issue.

CONTINUED ON PAGE 3

OFFICERS FOR '88

Chairman	Irving Kaufman 201-768-4156	Atlantic Region Committee
Activities	Norman Weber 201-762-2453	Fred Haug 516-627-6410
Communication	Robert Gluckin 201-366-3591	Edward McLaren 203-744-0342
Judging	Charles Curtin 203-443-1107	Richard Nazarian 212-686-6154
Technical	James Hoffman 203-698-0244	Sam Ornstein 201-225-2222
Membership	Richard Podoloff 203-393-0024	E. Walter Snyder 914-276-3005
Secretary	Richard Halprin 203-234-8525	Joseph Star 516-621-3489
Treasurer	Norton Rosenberg 516-692-7533	NATIONAL OFFICERS
		Edgar Eaton VP International 201-639-1868
		Ted Mintz VP Regions 203-387-0606



Editor - Bob Gluckin

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(201) 545-3130

THE ATLANTIC LADY is a bi-monthly publication of the Atlantic Region of the Rolls-Royce Owners Club. The deadline for submission of all material is the 15th of the month prior to publication: Dec. 15 for January-February, February 15 for March-April, etc. Articles reflect the opinion of the author and do not necessarily reflect club or region policy. The Atlantic Region and its editor seek to publish accurate material. But neither assumes responsibility in the event of claim of loss or damage resulting from publication.

Notes from the Past

by Norton Rosenberg

"Philosophy of a Region by Graydon Walker.

I've been trying to figure this one out for years; who are we and what's our *raison d'être*? That's French for are we nuts or not. Seriously, we aren't just old car buffs; I've found to my pleasure that most of us value each other, as friends, as much as we do our mutual interest in RR/B. There's a hard core of us who try to make every meeting and who do more socially than just send our Christmas cards. Let's expand this core. Moreover, there is a wealth of technical information which can be shared; parts, too, are available on loan (I'll lend you a gizmo now and when you get a new one from England you return it). In the early days of "motoring", it was a sport; I think we are groping towards that nostalgic time when a car was fun as well as transportation. The Gildden Tours (the early ones) are examples of what a group of us might enjoy. Not too planned; just get on the phone and get a gang and take off for a lunch somewhere or a picnic or an overnight trip. And subregional noggins and natters. In England, they do this sort of thing quite well (see any issue of The Bentley Drivers Club Review). They're forever gathering at some pub and enjoying a pinta beer. How about the members who live in NJ calling each other and getting together (think how many thanks you can say about those Connecticut nutmegs). We can be helpful in other ways: for instance, if the bank is about to foreclose your mortgage and the liquor store demands payment, call a few friends and have them park their RRs and Bs in your driveway for a few hours. Your credit rating will zoom and that snooty dame down the road will be proud to lend your wife a cup of sugar.

**Thanks, Merry Christmas,
and Happy Hanukkah to all!"**

CONTINUED FROM PAGE 2

The Holiday Party was a great success. The ambiance of the Knickerbocker Club fit right in with our idea of what a proper Rolls-Royce and Bentley affair should be. I want to publicly thank the following: Peter Regna for suggesting the location; Bob Gluckin for chairing the event; Jaqui Mintz and Joan Gluckin our receptionists; Lois Horowitz who tended the liquor chits and Dot Kaufman for selling our Region T-shirts and sweat-shirts. I also want to take advantage of an opportunity to thank Lydia and Charles Morrongello for the great time we had at the Garden City Annual Meeting. They, together with Chief Judge John Harwood, really extended themselves to see that we enjoyed the event. Our next event, chaired by Ted Mintz, will be on Sunday January 10, in Orange, Connecticut. Hope to see you there!

Irv Kaufman, Chairman

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TECHNICAL CORNER

by Ted Hoffman

Cooling System-Post War 6 cyl.

At this time of year it is hard to think of over-heating your Rolls-Royce or Bentley engine, however, a little attention now, may prevent hot weather trouble.

I realize that the most effective way to clean your cooling system is to have the radiator removed, boiled out, remove all water hoses, plugs, and freeze plugs and flush away. But, this could be costly and perhaps lead to some additional problems.

The following method usually removes most of the troublesome sediment from the cooling system.

1. Open engine and radiator drain. If this has not been done for some time, you will find that even though the drain valves are open, no anti-freeze will come out. You will be able to start the flow with a light flexible wire. Let all of the liquid drain.
2. Flush the system with water and note the color of the discharge from the drains. The running of the engine, during this flushing, will allow for better circulation. However, be sure the radiator is full at all running moments. Let the water run for several hours.
3. Remove the water pump and place a 3 foot long 1/4" tube in the water distribution tube behind the removed water pump. The tube should go in about 3 feet and hit the back plate on the block. Adapt the tubing to the water hose connection and turn on the water. This will flush out the distribution tube.
4. Reinstall pump and flush system as above in Step 2 and drain.
5. Close all drains. Fill with new anti-freeze and this should eliminate your summer cooling problems.

1987 HOLIDAY PARTY



Photo by Irv Kaufman

The ever beautiful Jessica Ornstein picks the winner in the "dollar auction".

December 5, 1987

KNICKERBOCKER CLUB, Tenafly, NJ

The 1987 Atlantic Region RROC Holiday Party was a tremendous success - over 100 Rolls-Royce and Bentley enthusiasts and 28 proper motor cars met at the very elegant Knickerbocker Club in Tenafly, New Jersey. The weather was beautiful and the setting for the party could not have been prettier. The wonderful staff at the Knickerbocker Club had the Meeting Room and the Main Dining Room beautifully decorated for the Holiday Season. The cocktail hour gave everyone a good chance to unwind and get to know new faces and re-kindle old acquaintances. The luncheon was just spectacular, the speeches were short and the entire meal was one treat after another. It ended with a special desert of Sedutto Tartuffo with whipped cream. All diets were suspended for this day at least.

Special thanks go to Cliff Feder who donated a Rolls-Royce flying lady memento that was to be "dollar auctioned". The winner was Phylliss Nevins who said she didn't want to break her record of "never winning anything", so she re-donated it for a "\$5.00 auction. This time the winner was Peter Simonetta. The club treasury is \$231 richer as a result of these two auctions.

The door prize of a beautiful Rolls-Royce decanter was won by Norm Weber. The second door prize of a set of Rolls-Royce glasses was won by Harry Benedict. Everyone went home with an emergency light favor as a memento of the event along with their grab bag gifts and the great satisfaction of a wonderful afternoon with fellow enthusiasts.

An event like this would not be possible without the help of some very special people. Thanks to Joan Gluckin and Jacqui Mintz who handled registration. To Lois Horowitz who sold tickets for drinks during the cocktail hour. To Dot Kaufman who sold our new Atlantic Region sweat-shirts and T-shirts. They all did a beautiful job for the club and deserve all our thanks.

CONTINUED ON PAGE 5



Photo by Irv Kaufman

Joan Gluckin and Jacqui Mintz on duty at the registration desk. Dot Kaufman happily collects money for a sweatshirt from Dan Fondiller.

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Photo by Irv Kaufman

Annlyss Nevins who was the winner in the "dollar auction" picked the winner of the "\$5 auction."

CONTINUED FROM PAGE 4

A very successful end to a great year for the Atlantic Region with **BEST WISHES FOR A HAPPY, HEALTHY AND PROSPEROUS NEW YEAR FOR ALL.** With the hope for renewed interest in the clubs activities and a dedication to be as active as possible in 1988.

Bob Gluckin

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Ammendment to Constitution

The following amendments to our constitution were proposed at our recent board meeting and are to be voted upon by our members.

Suggestions for an amendment to the Atlantic Region RROC constitution, submitted by Edgar Eaton, as directed at the November Board meeting.

Section 3, Article 1 amended to:

There shall be two classes of membership. For regular Regional members, eligibility requires membership in the Rolls-Royce Owners' Club, Inc., and the payment of dues and agreement of a prospective member to follow the Constitution and By-Laws of the Atlantic Region.

The Associate Regional member shall be a spouse of a Regular member and entitled to the same voting privilege as a Regular member in Regional affairs. There are no other criteria or requirements, and dues shall be less than for the Regular member. Associate Members can hold office in the Region.

The intent of the above amendment is to clarify the spouse voting position in Regional matters. Since there will not be any additional newsletters supplied, the dues for Associate members will only be five dollars. The above amendment requires two thirds of the ballots cast.



Maximum speed at which most cars can hit something without sustaining damage: 8 km/h

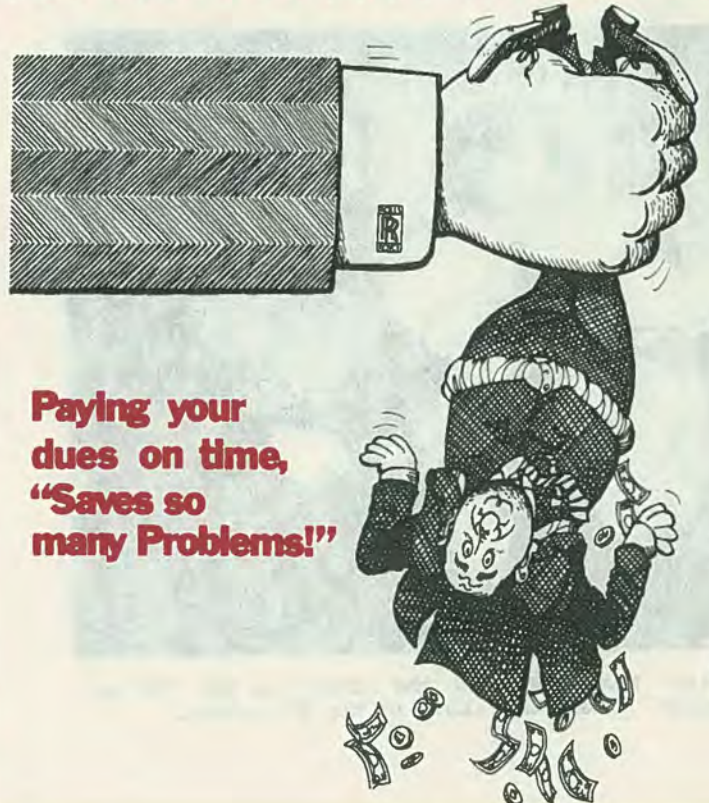
At which tomatoes scientifically grown for supermarkets can fall to the floor and not be damaged: 24 km/h

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Fact or Fiction?

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Not exactly what you'd like to hear at that critical moment. Sounds like a job for **turnersparses®**. The real truth is that virtually every part (with the exception of some coachbuilt body panels) of every postwar Rolls-Royce or Bentley can still be obtained, new or Factory rebuilt. Most are here on our shelves in New Jersey.

In today's world of changing economics, Rolls-Royce Motors may no longer stock and may be unwilling to remanufacture many critical components. This wavering commitment to maintenance of adequate spare parts for the restoration of postwar Rolls-Royce and Bentley cars makes our task more difficult, but far from impossible.

Turner Spares, Ltd. has taken up where the Factory has left off, gathering stock of the many critical parts which unfortunately may no longer be obtained from Rolls-Royce Motors, Crewe.

The following lists, by no means exhaustive, offer random selections of parts stocked by Turner Spares, Ltd. which perish and must many times be replaced in successful restorations. They all have one thing in common — they cannot be supplied by Rolls-Royce Motors.

SILVER DAWN

Tail lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Side lamp
Horn grill
Sill molding
Sill molding insert
Grill shell
Boot lid (long boot)
Trafficators
Heater matrix
Generator
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack

R-TYPE

Tail lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Driving lamp reflector
Side lamp
Horn grill
Sill molding
Sill molding insert
Grill shell
Boot lid
Trafficators
Heater matrix
Generator
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack
Grill assembly (Continental)

BENTLEY S

Head lamp reflector
(bulb type)
Side lamp (1, 2)
Clock
Temperature transmitter (1)
Temperature gauge
Steering box (LHD)
Washer bottle jar
Lucas mirror
Starter motor (1)
Distributor cap (2)
A/C components
Jack (Coachbuilt)
Brake reservoir assembly
Front bumper
Front license bracket
Oil pressure gauge
Fog lamp bracket
Tail lamp lenses (1, 2)
Heater tap (1)
Demister tap (1)
Grill assembly (Continental)

MARK VI

Tail lamp assembly
Reverse lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Driving lamp reflector
Side lamp
Horn grill
Sill molding
Sill molding insert
Trafficators
Heater matrix
Generator
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack

SILVER CLOUD

Front bumper
Head lamp reflector
(bulb type)
Side lamp (1, 2)
Clock
Temperature transmitter (1)
Temperature gauge
Steering box (LHD)
Washer bottle jar
Lucas mirror
Distributor cap (2)
Starter motor (1)
A/C components
Jack (Coachbuilt)
Brake reservoir assembly
Front license bracket
Oil pressure gauge
Fog lamp bracket
Tail lamp lenses (1, 2)
Heater tap (1)
Demister tap (1)

SILVER WRAITH

Tail lamp assembly
Reverse lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Side lamp
Horn grill
Trafficators
Heater matrix
Generator
Differential (LWB)
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Chrome center plate,
wheel disc
Jack
Grill assembly

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The Turbo alloy wheel package.



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If ordering by mail, please add 5% to your order or a minimum of \$3.00 to cover shipping and insurance.

Written inquiries are also invited and carefully researched as necessary. Price and availability gladly quoted by return mail or phone as desired. Please do not forget to quote model and chassis number and direct correspondence to Richard Gola at Turner Spares, Ltd., Box 396, Edison, New Jersey 08818. Visa and Mastercard available on orders over \$250.

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EDITORIAL COMMENTS

As the end of 1987 comes closer some changes have taken place in the region. Eric Manheimer has had to call it quits as Editor. In the interest of getting the Atlantic Lady back on course I have decided to give the job another try. I am asking for your help in making the Atlantic Lady a great publication with all the news about events and members and most important our **Rolls-Royce and Bentley** motor cars.

Norman Weber from Maplewood, New Jersey has been asked, and has accepted, to step in and take over as the Activities Chairman for the Region. I know that he and his wife Ann will do an outstanding job for the club! So far the plans that are outlined in the 1988 "Down The Road" Calendar look great. But, as you can see there are **BLANKS** that have to be filled in to make the year complete. We need your **HELP**, please send in the questionnaire you were sent along with the flier for the January meeting. This is your club and it can only become as great as you are willing to make it. I hope, as in the past, I will hear from as many of you as care to write. This time I will try to share some of your comments with the rest of the club in a "Letters to the Editor" section of the Atlantic Lady. We need your help in the way of Advertising. If you know of someone, or if you would like to place an Ad in the Atlantic Lady please contact me for the necessary information. It is also very important that you support our advertisers, after all they are giving us their support. My thanks go out to all that have helped get this issue out. I hope you enjoy it and will contribute to future issues.



Bob Gluckin, Editor

Newest Region Members

Glen Bartlett
Muttontown, N. Y.
(looking for a P-II Town Car)

Thomas Floriano
Washingtonville, N. Y.
(1969 Shadow Saloon)

Ernest Napolitano
Toms River, N. J.
(1963 Cloud III)

Tony Ragusa
Ridgewood, N. J.
(1964 Cloud III)

Peter Underhill
New Canaan, Ct.
(1937 RR 4dr Sedan - T&M)

Joseph Santella
Trumbull, Ct.
(1959 Cloud I)

Santo Asaro
Astoria, N. Y.

Everett Ravits
Hackensack, N. J.

Lawrence Schwartz
Fairfield, Ct.

WELCOME BACK

Monroe Mann
Port Chester, N. Y.
(1932 P-II Cont.)
(1949 Silver Dawn)
(1961 Cloud II)



MARCH - APRIL 1988



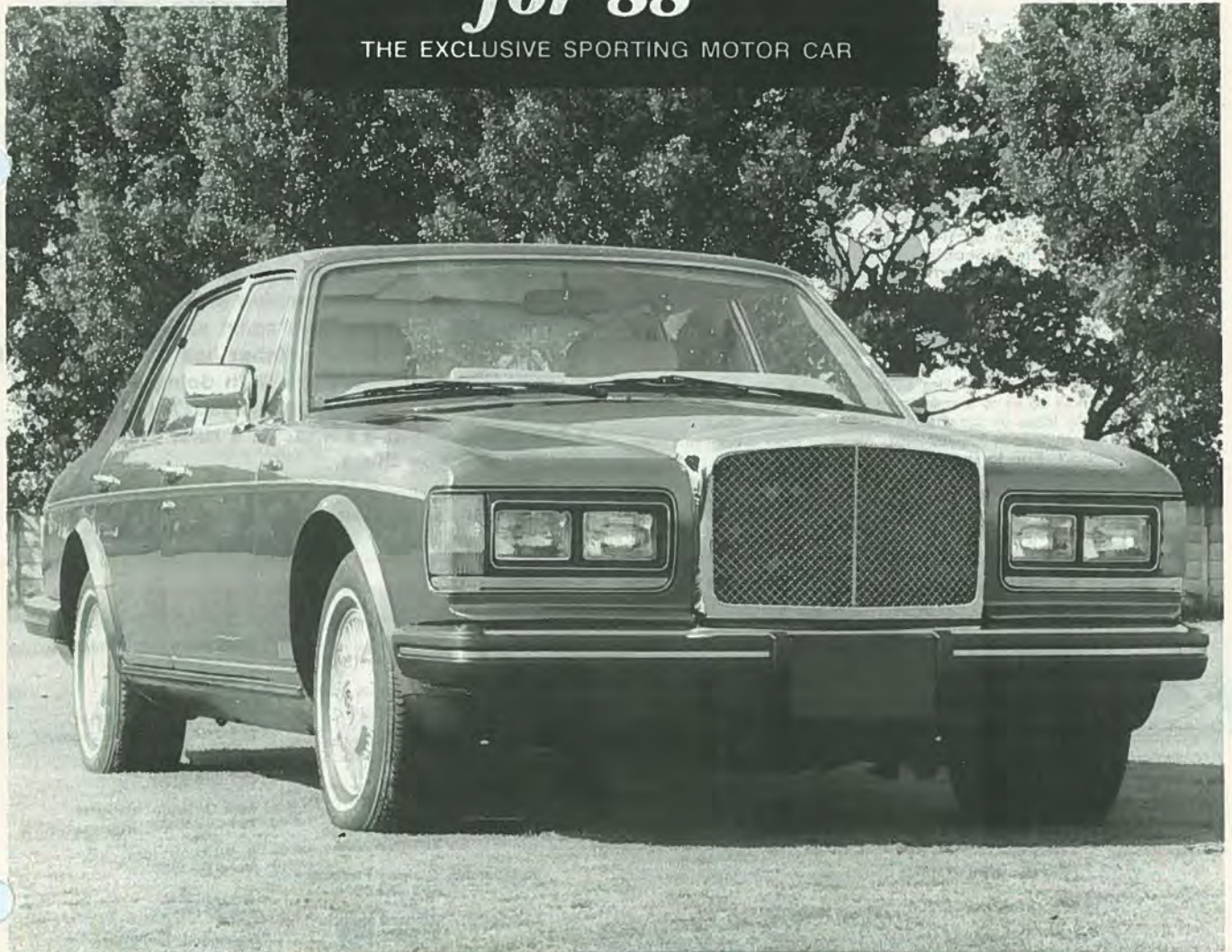
The Atlantic Lady

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Rolls-Royce Owners Club, Atlantic Region



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PHOTO CREDIT: BENTLEY MOTORS

DOWN THE ROAD ATLANTIC REGION RROC

Calendar (subject to change)



Rally & luncheon at Rockaway Country Club N.J.
 March 20 Ed Eaton & Bob Gluckin 201-366-3591
 Technical session Connecticut
 April 23 Ted Hoffman 203-698-0244
 Visit to Old Westbury Gardens and Luncheon Long Island
 May 21 Rich & Rima Nazarian 212-686-6154
 Weekend tour featuring Pres. Blakes Home & The Air Museum,
 Connecticut MAY MEET Sat.20 to Sun.21
 June 17, 18, 19 Ed Luff 203-387-0605
 One day tour to Phil Wichard's collection on L.I.
 July 16 Ted Mintz 203-387-0605
 One day tour to West Point - Luncheon & Tour of academy
 August 28 Joel Schwadro 814-264-3224
 Polo Match Sept.10,1988
 Auto Show & Polo Match Pluckemin N.J. Weekend
 September 24, 25 Bob Gluckin 201-366-3591
 Concourse and Annual Meeting weekend Connecticut
 Vic & Phyllis Nevins 718-767-8416 October 28,29,30
 Charles and Kathl Curtin 203-443-1107
 Square Dancing & Socializing Long Island
 Robert & Maura Dahnken 516-421-5274
 Annual Holiday Party December 3 Long Island
 Peter Shapiro 516-676-5072

As you can see, the calendar for the coming year is very exciting and should appeal to different types of people from different locations. It is hoped that you will plan to attend as many activities as possible. Set the dates aside now so as to eliminate future conflicts. If you have any ideas or constructive criticism do not hesitate to call me anytime at 201-762-2453. Want to meet other club members? Plan to attend.

Norman Weber

CHAIRMAN'S MESSAGE

Dear Fellow Members,

As you may know, this year there has been a change in the electoral structure of our region. Now, officers and committee members are elected for a one year term. They may be re-elected for a second term, but cannot accept a third term without vacating their position for a period of at least one year. Elsewhere in this issue is a list of the members of the 1989 Nominating Committee. If you have any suggestions, please contact any one on this list.

The 1988 RROC National Spring tour has been announced in a previous issue of the Flying Lady. The tour will be through the South Carolina and Georgia lowlands, with an emphasis on scenery, art and history. The pace will be between 76 and 145 miles per day. Overnight stops will be at three lovely hotels, two nights in each. Dorothy and I are planning to attend this event. We welcome any members of our region (and any adjacent region) to join us in a caravan going south. Our plan is to leave early April 16 and arrive home late on April 24.

Membership Chairman Dick Podoloff tells me that there are still some of us that have not yet sent in their 1988 dues. Please, don't delay.

I failed to regretfully announce in the previous Atlantic Lady that Eric Manheimer has resigned as editor. We will miss his talents; we wish him the best of luck and are looking forward to his remaining active in the Region. Bob Gluckin has agreed to again accept the editing post and Norman Weber has been appointed Activity Chairman. They are both doing a super job.

March 20 is our Region Rallye. This is really a fun event. Bring a compass, a ruler and a guest couple. See you there.

Irv Kaufman, Chairman



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Notes from the Past

by Norton Rosenberg

The Guerrero trophy and its mate which is a coveted award of the American rose Society were formerly heirlooms of the Guerrero family. In 1966, Tony Guerrero established this award for the best maintained car in the region, with the understanding that in the event the region would ever break-up or Emily Walker goes to jail for misappropriation of funds, the Guerrero trophy would become a national award. We do know for 20 years Emily has kept perfect books having debits always equal credits. The first recipients of the trophy were GRAYDON AND EMILY WALKER given directly by Tony Guerrero for their outstanding work for the region. It is no wonder that Tony made this decision. The Walker's formed the Atlantic Region which in 1965 covered the area from southern New Jersey to Canada. For many years, Graydon and Emily held the following executive positions simultaneously - Chairman, news editor, treasurer, membership chairman, activities chairman, author, humorous and it goes on and on. MALCOLM COXE won the first Guerrero trophy at a concours. The trophy is retained by the winner for only one year, then a small engraved silver cup is given for permanent retention. The engraving was ordered, but the engraver died and the cup was up for probate. Many, many months later the silver cup was released from probate, only to find a typographical error - eventually Malcolm Cose did receive the engraved silver cup. Attention MD's: From the 1905 RR catalogue we hear why so many of our members are physicians:

"Doctors and other connected with the medical profession have, after trying the leading makes, declared the Rolls-Royce to be the only petrol car that they could bring up to a patient's house and drive away, without the possibility of disturbing the patient". Ed note: If patients turn green with envy infect them with yellow jaundice for an interesting color combination. Use red measles for trim.

TECHNICAL CORNER

by "Ted" Hoffman

HINTS ON PHANTOM III STEERING

It is quite a common occurrence to have a P-III with play in the steering box. This is usually the bearings in the rocker shaft that engages with the worn gear. The big problem is, How Do We Get At It?

For your assistance, the following steps should help:

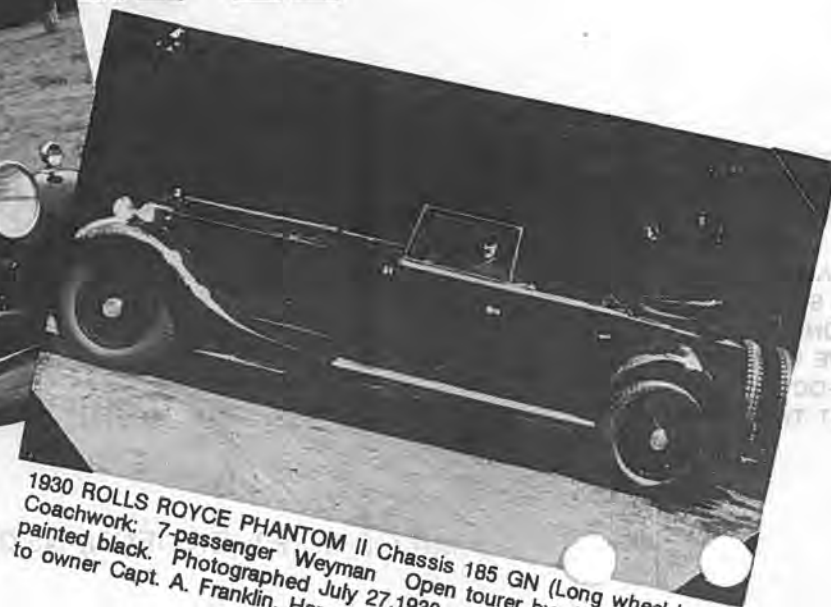
Remove the cover Pan below steering box and alongside the engine. Next, remove the steering wheel control arms below the steering box. Disconnect the electrical connection at the base of the steering box connected to the horn button. Remove smallbolts from ring around Rocking Shaft, including the bolt holding the locking lug. Remove the Serrated Nut, then remove center lock nut from base of the steering column. Next, remove drivers compartment floorboards and inboard side of the aluminum piece around the steering column. Unbolt the inner ring around rocker shaft from the innerside of the frame. Disconnect the Pendulum lever from the Rocker Shaft. Remove the complete control tube assembly from the steering shaft drive upwards. Remove the steering wheel. Some brackets around the column will have to be removed and the steering column will be able to be placed to the center of the driving compartment and lowered to the floor. The box can then be raised and removed over the fender. At this point, the box can be disassembled and repaired.

Ref. SERVICE INSTRUCTION LEAFLET RR/NI 2/12/51

THE MYSTERY OF THE REBODIED PHANTOM II



S154RP - Phantom I, 1928 Springfield Rolls Brewster Body
Left to right: Kitty and Ray Katzell, their guests - Nancy and
Rick Guzzo. Villa Banfi, Old Brookville October, 1986



1930 ROLLS ROYCE PHANTOM II Chassis 185 GN (Long wheel base)
Coachwork: 7-passenger Weyman Open tourer by H.J. Mulliner;
painted black. Photographed July 27, 1930 shortly after delivery
to owner Capt. A. Franklin, Hampshire, England.

Rarely does one have "before" and "after" photographs of a car that was re-bodied in the classic period, but that is what is shown in the accompanying pictures of 185GN. The "before" photo shows the proud original owner in 1930 occupying his newly delivered P-II equipped with Weymann tourer coachwork by H. J. Mulliner. The "after" picture shows the same chassis as it appears today in the form of an estate wagon. We had to do much sleuthing to bridge the gap.

The saga of Brutus, as 185GN is called in deference to his 19 feet of overall length and 6 feet and 10 inches in height, started with us in 1976. We were then in the early stages of car collecting and not prepared to invest heavily. Yet we pined for a P-II as arguably the grandest Rolls of the classic period. Moreover, since we already had a handsome H.J. Mullier saloon in the person of B90HR, we had a preference for an informal body style. You can understand our interest, then, we spied an ad for a 1930 P-II shooting brake at an attractive price.

One immediate problem was that he (everyone agrees that Brutus is much too brawny to be called "she") was located on the Pacific coast and we were on the Atlantic coast. However, that was surmounted by the use of photographs, long-distance phone conversations, an inspection by a California relative and his consultant, a personal visit by Kitty, and eventually, trans-continental shipment by van. A sample of the problems yet to come surfaced immediately when Brutus refused to move from the van under his own power; when pushing was attempted, a locked front brake added to our discomfiture. However, those and manifold additional difficulties were in time overcome (many with the invaluable collaboration of RR expert, Joe Star), and Brutus eventually locomoted with all the majesty and reliability that one expects from a P-II. His once dilapidated interior sports replaced mahogany paneling as well as re-upholstered bucket seats to the front and jump seats and a bench seat to the rear.



1930 Rolls Royce Phantom II Chassis 185 GN
Coachwork: Estate Wagon by Dottridge Brothers
Painted black over Garnet red. Photographed June 1984.

Now the back to the mystery of the change in coachwork. The record that we obtained from the Company revealed the nature of the original coachwork as well as the first owner, Captian A. Franklyn of England. Seeking to learn more about what had happened in the interim, we mailed an inquiry to him, discreetly adding "or Family" to the address in case after 47 years he was no longer in a position to correspond. Our optimism was rewarded by a gracious letter from Lady Elisabeth Hogg, who identified herself as the late Captain's youngest daughter and whose present estate is in the vicinity of the address we had used. Yes, she remembered the car very well; her father had disposed of it, with the original body, in the late '30's as war clouds gathered over England. She was able to furnish us with the accompanying "before" photograph, but not with any information about the car's subsequent fate.

The transformation of the car thus remained an enigma, further complicated by the fact that it bore no coachbuilder's plate. Nor was the person from whom we bought the car any help on this matter, as he knew only that it had been imported to San Francisco by an earlier owner in the early '60's with its present body (and registered as a sedan!).

Some time later, we happened to see a Hemming's ad placed by Brian Classic, Ltd. of England, offering an Austin "20" shooting brake; the photo showed coachwork rather like that of Brutus. Correspondence with Mr. Classic, supplemented by photographs, revealed additional similarities. He also explained that the Austin had been "used

for transporting small numbers of people to and from shoots on large estates, and from station", and, most important, reported that its coachwork was by the firm of Dottridge Brothers of London.

The game was now afoot and we were hot on the trail. The RROC Directory listed two P-II's with Dottridge coachwork, both limousines. Correspondence with one of the owners. Jack Garrison of California, produced pictures of his car that showed many features like those of Brutus, including the tell-tale V-windscreen. Further, he supplied the address of Dottridge Brothers, with whom we then corresponded and, using information they supplied, also with later owners of the car.

The scenario that we have been able to piece together from all this is somewhat as follows. When Captain Franklyn disposed of the car, it was re-bodied by Dottridge Brothers in 1938. There is evidence that during the following four decades, the re-bodied car was used and outfitted at various times as a hearse, an ambulance, and an estate wagon. It is in this last-named version that we acquired Brutus, completed his restoration, and have enjoyed him. And we know how Sherlock Holmes must have felt on solving a particularly convoluted case. Eureka!

Having acquired still another classic last year (a 1931 Lincoln drophead, we somewhat shamefacedly admit to this audience), we ran out of garage space and sadly decided to part with Brutus. But we found a proper home for him, and still in the Atlantic region. He was purchased by the owners of Danford's Hotel in Port Jefferson, Long Island, to complement their handsome antique decor and to serve occasional guests who might use the Long Island Railroad - a proper role for a proper station wagon!

But wait. Last winter, we came across S154RP, fell madly in love with her (such loveliness could only be feminine!) and contrived to find additional space. Her convoluted career has posed as much of a challenge to our sleuthing as did Brutus. More of that at another time...

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Packard-Cadillac. 40 coat impeccable
lacquer finish. On time delivery.
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***NOTARIZED LETTER FOR JUDGING AUTHENTICITY
 FURNISHED WITH EACH RESTORATION.**

AS DIRECTED BY OUR CONSTITUTION, I HAVE APPOINTED THE FOLLOWING NOMINATING COMMITTEE TO PREPARE THE 1989 SLATE OF OFFICERS AND COMMITTEE MEMBERS. THESE APPOINTMENTS HAVE BEEN APPROVED BY OUR PRESENT COMMITTEE.

TED MINTZ,	CHAIRMAN	CT.
ED ADOLPH		CT.
DON KOLB		CT.
M.S. KOLY		CT.
DENNIS NASH		NJ.
RICH NAZARIAN		NY.
VIC NEVINS		NY.

IF YOU HAVE ANY SUGGESTIONS, PLEASE CONTACT ONE OF THE ABOVE. THE 1989 SLATE WILL BE PUBLISHED IN THE MAY-JUNE ISSUE OF OUR ATLANTIC LADY.

ANY MEMBER MAY MAKE A NOMINATION WITH A PETITION SIGNED BY TEN MEMBERS AND MAILED TO OUR SECRETARY BY SEPTEMBER 1. PLEASE TRY TO SEND PETITIONS IN AT AN EARLIER DATE TO SAVE MAILING COSTS. WE WOULD LIKE TO INCLUDE THE BALLOT WITH THE SEPT.-OCT. ATLANTIC LADY. BALLOTS WILL BE COUNTED AT THE ANNUAL MEETING IN OCTOBER.

RESPECTFULLY
 IRV KAUFMAN, CHAIRMAN

CARS FOR SALE

Si Bentley Continental BC24AF 1956
 Park Ward Coupe, Two tone green,
 56,000 miles, very complete car,
 \$30,000.

Silver Shadow SRX14314 1973 Saloon
 maroon exterior, fawn interior,
 MINT CONDITION, \$42,000.

Mrs. M. Zanger, 40 Woodbine Lane,
 Holyoke, Mass. 01040 (413) 533-8475

Mark VI Park Ward Drophead B79LKL
 1951 Bentley. Very rare car in
 good condition. Engine rebuilt
 6 years ago but very few miles
 since. \$41,000.

SIII Bentley Standard Steel Saloon,
 B100GJ 1964, good condition, \$29,000.

Mrs. Sylvia Gallagher, 67 Willow
 Street, Brooklyn Heights, N.Y.
 11201 (718) 625-7437.

PARTS FOR SALE

A complete set of over-riders for
 Bentley SIII or Silver Cloud III,
 very good condition, \$150.00 for
 all four.

A pair of Lucas Headlights complete,
 Type Q.B.D. 167S, no dents good chrome.
 1930's vintage \$450.00.

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Fact or Fiction?

A Parts Update from Turner Spares, Ltd.

The Postwar Spares Specialists

"NLA" — "Obsolete" — "They don't make them any longer." — "The factory hasn't got any."

Not exactly what you'd like to hear at that critical moment. Sounds like a job for **turnersparses®**. The real truth is that virtually every part (with the exception of some coachbuilt body panels) of every postwar Rolls-Royce or Bentley can still be obtained, new or Factory rebuilt. Most are here on our shelves in New Jersey.

In today's world of changing economics, Rolls-Royce Motors may no longer stock and may be unwilling to remanufacture many critical components. This wavering commitment to maintenance of adequate spare parts for the restoration of postwar Rolls-Royce and Bentley cars makes our task more difficult, but far from impossible.

Turner Spares, Ltd. has taken up where the Factory has left off, gathering stock of the many critical parts which unfortunately may no longer be obtained from Rolls-Royce Motors, Crewe.

The following lists, by no means exhaustive, offer random selections of parts stocked by Turner Spares, Ltd. which perish and must many times be replaced in successful restorations. They all have one thing in common — they cannot be supplied by Rolls-Royce Motors.

SILVER DAWN

Tail lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Side lamp
Horn grill
Sill molding
Sill molding insert
Grill shell
Boot lid (long boot)
Trafficators
Heater matrix
Generator
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate, wheel disc
Jack

R-TYPE

Tail lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Driving lamp reflector
Side lamp
Horn grill
Sill molding
Sill molding insert
Grill shell
Boot lid
Trafficators
Heater matrix
Generator
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate, wheel disc
Jack
Grill assembly (Continental)

BENTLEY S

Head lamp reflector (bulb type)
Side lamp (1, 2)
Clock
Temperature transmitter (1)
Temperature gauge
Steering box (LHD)
Washer bottle jar
Lucas mirror
Starter motor (1)
Distributor cap (2)
A/C components
Jack (Coachbuilt)
Brake reservoir assembly
Front bumper
Front license bracket
Oil pressure gauge
Fog lamp bracket
Tail lamp lenses (1, 2)
Heater tap (1)
Demister tap (1)
Grill assembly (Continental)

MARK VI

Tail lamp assembly
Reverse lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Driving lamp reflector
Side lamp
Horn grill
Sill molding
Sill molding insert
Trafficators
Heater matrix
Generator
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate, wheel disc
Jack

SILVER CLOUD

Front bumper
Head lamp reflector (bulb type)
Side lamp (1, 2)
Clock
Temperature transmitter (1)
Temperature gauge
Steering box (LHD)
Washer bottle jar
Lucas mirror
Distributor cap (2)
Starter motor (1)
A/C components
Jack (Coachbuilt)
Brake reservoir assembly
Front license bracket
Oil pressure gauge
Fog lamp bracket
Tail lamp lenses (1, 2)
Heater tap (1)
Demister tap (1)

SILVER WRAITH

Tail lamp assembly
Reverse lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Side lamp
Horn grill
Trafficators
Heater matrix
Generator
Differential (LWB)
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Chrome center plate, wheel disc
Jack
Grill assembly

Besides the impossible, Turner Spares, Ltd. stocks all the everyday **turnersparses®** required for normal maintenance. We make a point to maintain stock well above minimums so that when shortages occur in the Rolls-Royce distribution system, ours is the last supply to be depleted. For convenience, more than 300 postwar mechanical assemblies may be serviced with pre-packaged **turnerkits®**. Ask for the schedule covering your chassis series free of charge.

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If ordering by mail, please add 5% to your order or a minimum of \$3.00 to cover shipping and insurance.

Written inquiries are also invited and carefully researched as necessary. Price and availability gladly quoted by return mail or phone as desired. Please do not forget to quote model and chassis number and direct correspondence to Richard Gola at Turner Spares, Ltd., Box 396, Edison, New Jersey 08818. Visa and Mastercard available on orders over \$250.

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EDITORIAL COMMENTS

With a fine feature article from Kitty Katzell and the start of a "Cars for Sale" and "Parts for Sale" section of this Atlantic Lady I hope we can make her much more than just a social newsletter. I think with more contributions from you we can really serve the region.

I am looking forward to a special contribution from a new member, Walter E. Gosden. He has offered to write for the Atlantic Lady.

He is a member of The Society of automotive Historians and has been published in Automobile Quarterly and the Classic Car Magazine. Ads in the Atlantic Lady are FREE to our members so send in yours. Please remember the deadline for publication is the 15th of the month prior to the date of the issue. For example, the deadline for the March-April issue was the 15th of February.

The year seems to be off to a great start. We had a record turnout for the January meeting in Orange, Ct. The calendar looks great, Norm Weber has put a great deal of work into the planning of the up-coming events and the chairs of each event promise a great deal of car related fun for all. Your part in the scheme of things is to **PLAN TO ATTEND WITH YOUR PMC.**

Mark your calendar, the best plans mean nothing if you do not attend. This should be the best year for the club in a long time. We have lots of new members, but we need to see more of the **OLD MEMBERS!** Ed and Helen Eaton and Joan and I are looking forward to seeig you **ALL** on March 20th in New Jersey

Bob Gluckin, Editor



Newest Region Members

Marvin and Jeanette Lewin
Easton, CT
(1947 Silver Wrath)

John Garber
Teaneck, N.J.
(1953 Bentley R Type)

Robert and Pamela Schvey
South Orange, N.J.
(1962 Bentley Sil Saloon)
(1984 Silver Spirit)

Matthew and Carol Sysak
Washington Crossing, PA.
(1949 Silver Wrath)
(1959 Bentley SI)
(1954 Bentley R Continental)

Carroll Cook and Donna Hassler
New York, N.Y.

Elmer and Arlene Bryans
Middlefield, N.Y.
(1961 Silver Shadow)

Joseph and Jeanne Einhorn
Orange, CT
(1974 Bentley T)

Dale Beitler
Naugatuck, Ct.
(1967 Silver Shadow)

Joel and Josephine Milele, Sr.
Howard Beach, N.Y.
(1976 1/2 Corniche)

Ted Marakas
Weekhawken, N.J.
(1967 Bentley T)

Dominick and Grace Faracl
North Brunswick, N.J.
(1980 Camargue)

Carmen and Marjorie Della Vecchia
Dover, N.J.
(1959 Silver Cloud I)

Alan and Judy Wishengrad
Livingston, N.J.
(1957 Bentley SI)

Howard Wanderman
Secaucus, N.J.
(1934 20/25 Limo)
(1965 Silver Cloud III)
(1984 Corniche)

Sidney and Edith Kurian
Bernardsville, N.J.
(1964 Silver Cloud III)

Bruce Orr
New York, N.Y.



Rich Nazarian fondly embraces the heart of "Diana".

JANUARY MEETING



Irv Kaufman

Rudy Wood-Muller, Lagonda expert had some very fine things to say about this very fine automobile that is closely related to our PMC's.



Ritch Halbrin

A theater atmosphere was provided by the Grassy Hill Country club for Rudy's talk.



Lew Volpicella reported a little trouble getting home from the January meeting last year.



Irv Kaufman

Everyone enjoyed the Buffet Lunch and some took part more than others.

THANKYOU!

Ted and Jaqui Mintz did their usual best in organizing this meeting and we all owe them our thanks.



Irv Kaufman

Ann Marie Nash and Ann Weber helped to display our new Region Sweat-shirts.

Ted Mintz must do something right, great weather in the middle of the winter and the biggest turnout of a one day event in a long time. The Grassy Hill Country Club in Orange, Ct. provided a very nice setting for the start of our new year. Everything went along on schedule and the social hour was a huge success. The Buffet Lunch was plentiful and provided the most finicky with a good selection. There seemed to be an unending supply of tasty dishes. The best was to come in a vast selection of deserts, it was reported to me that all of the calories had been removed prior to serving. I guess everyone got the same report and made their way to the desert table. There were no complaints, a few members were seen loosening belts a notch or two. After some words of welcome to new members and to some old members out for the first time in some while Ted turned the floor over to our new chairman Irv Kaufman who brought everyone present up to date on some of the news of the Atlantic Region.

I made my usual plea for help from you for articles about your PMC's and Norm Weber talked about our plans for the year ahead.

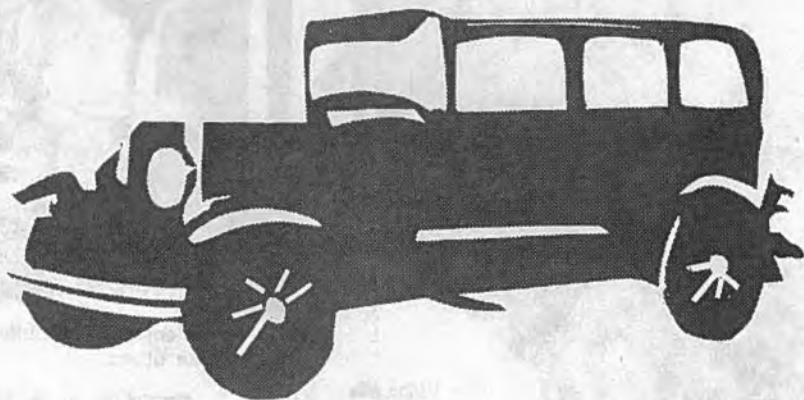
Ted introduced Rudy Wood-Muller, long time member, and expert on the famous Lagonda Marque. Rudy presented all of us with an outstanding talk and video presentation on this fabulous automobile. Everyone was entertained and enlightened by this expertly done presentation. If you missed this meeting you missed out on a special treat.

I had to make one last stop before heading home...not what you were thinking! I couldn't leave without seeing Ted's new Bentley. By the way, did you know that Ted Mintz got a new Bentley? All kidding aside, Ted is rightly proud of his latest treasure. I'm sure we will all be seeing it in the months to come. I hope to see it in the months to come. I hope to see you all at our next meeting on March 20th, in New Jersey.



Large clean shop for the restoration or service of your PMC.

RECOMMENDATION



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Stripped bare and now panels hand made and welded in place.

Member Richard Nazarian, of New York City, highly recommends Chromy Automotive, Inc., 43-17 39th Street, Long Island City, NY, telephone (718) 361-2220/2496, as being an excellent service facility for the maintenance of our favorite cars. Bob Chromy has over 25 years' experience in all aspects of Rolls-Royce and Bentley service, starting with J.S. Inskip and going on to Geo. Haug & Co. Chromy has maintained Nazarian's B55BC and B152LEY some years, and the owner is more than satisfied. He says, "Whether one is in need of merely routine maintenance on a late Shadow II or a complete engine overhaul on a Phantom I, the service will be knowledgeable, skillful, and honest."

MAY - JUNE 1988

The Atlantic Lady

Bi-Monthly Publication of The
Rolls-Royce Owners Club, Atlantic Region



Corniche II - The Ultimate Convertible



...ilt especially for the United States buyer, this dramatically styled convertible incorporates a number of new features for 1988. These include its electronically controlled anti-lock braking system, the most advanced in the world; also, the power of its V8 engine has been increased by approximately one-fifth.

PHOTO CREDIT: ROLLS-ROYCE MOTOR CARS

DOWN THE ROAD ATLANTIC REGION RROC Calendar (subject to change)



MAY MEET Sat. 20 to Sun. 21

JUNE MEET 17, 18, 19

Ed Luff 203-387-0605
Weekend tour featuring Pres. Blakes Home & The Air Museum, Connecticut

July 16

One day tour to Phil Wichard's collection L.I.
Ted Mintz 203-387-0605

August 21

One day tour to West Point - Luncheon & Tour of academy
Jel Schwadron 914-264-3224

September 10, 11

Polo Match
Auto Show & Polo Match Pluckemin N.J. Weekend
Bob Gluckin 201-366-3591

October 14, 15, 16

Concourse and Annual Meeting weekend, Connecticut
Vic & Phyllis Nevins 718-767-9416
Charles & Kathi Curtin 203-443-1107

November 6

1989 Committee Meeting
Square Dancing & Socializing Long Island
Robert & Maura Dahnken 516-421-5274

December 3

Annual Holiday Party Long Island
Peter Shapiro 516-676-5072

CHAIRMAN'S MESSAGE

Dear fellow members,

Our Secretary, Rich Halpern, has informed me that a proper number of ballots have been received to approved the constitutional amendment of Article 1, Section 3. We now have two classes of membership. The primary, with dues at \$15 and full privileges and an Associate Spouse membership at \$5, with voting privilege. If you would like to take advantage of this for your spouse, please send a \$5 check to our membership chairman, Dick Podoloff.

Dot and I were unable to attend the tech Meet as we were in South Carolina and Georgia on the RROC Spring Tour. We had a great time. There were 70 proper cars, and almost two hundred attendees. Our Cloud behaved remarkably well. 85 mph was our happy speed.

Other Atlantic Regioners Spring Tourers included:

Barabara and Ernie Atlas
Helen and Edger Eaton
Mermie and Ken Karger
Lillian and Eric Manheimer
Karl and Betty Zoller

We're now swinging into our major social-tech season. Norman Weber has set up a super schedule. The events are physically dispersed so that all of us, at some time, can have a short trip.

We're looking forward to the May visit to the Old Westbury Gardens on Long Island. The Nazarian's have arranged a delightful day culminating in a lunch at the historic George Washington Manor.

Ed Luff's June weekend tour to Presley Blake's estate in Connecticut will be an unforgettable experience. Helen and Pres have a reputation for their genial hosting -- and that garageful of some twenty proper cars makes the visit one of this year's highlights.

And talk about frosting on the cake -- the July Long Island picnic tour to view Sonya and Phil's collection to 100 point cars is something to anticipate. Chairman Ted Mintz raves about the view from the Wichard domicile. You will, too.

I urge all of you to attend. Let's get to know each other better. If distance is too much for your proper car, come modern!

Irv Kaufman, Chairman



Dot Kaufman on the 1988 National Spring Tour.

Irv Kaufman



Editor - Bob Gluckin

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THE ATLANTIC LADY is a bi-monthly publication of the Atlantic Region of the Rolls-Royce Owners Club. The deadline for submission of all material is the 15th of the month prior to publication: Dec. 15 for January-February, February 15 for March-April, etc. Articles reflect the opinion of the author and do not necessarily reflect club or region policy. The Atlantic Region and its' editor seek to publish accurate material. But neither assumes responsibility in the event of claim of loss or damage resulting from publication.

OFFICERS FOR '88

Chairman	Irving Kaufman 201-768-4156	Atlantic Region Committee
Activities	Norman Weber 201-782-2453	Fred Haug 516-627-6410
Communication	Robert Gluckin 201-366-3591	Edward McLaren 203-744-0342
Judging	Charles Curtin 203-443-1107	Richard Nazarian 212-688-6154
Technical	James Hoffman 203-698-0244	Sam Ornstein 201-225-2222
Membership	Richard Podoloff 203-393-0024	E. Walter Snyder 914-276-3005
Secretary	Richard Halprin 203-234-8525	Joseph Star 516-621-3489
Treasurer	Norton Rosenberg 516-682-7533	NATIONAL OFFICERS
		Edgar Eaton VP International 201-539-1888
		Ted Mintz VP Regions 203-387-0605

SPECIAL NOTES

5/11/88

PROPOSED BY NOMINATING COMMITTEE

the following 1989 Slate has been submitted by Ted Mintz, chairman of nominating committee:

Chairman	Irv Kaufman
Activities	Norman Weber
Commun.	Bob Gluckin
Ch. Judge	Chas. Curtin
Tech	Joe Star
Membership	Vic Nevins
Secretary	Rich Halprin
Treasurer	Norton Rosenberg

Committee: Ed Adolph
Bill Brigiani
Len Goldfarb
Fred Haug
MS Koly
Ed McLaren
Rich Nazarian
Howard Schwartz

Sam Orenstein will remain as National Representative; Edgar Eaton and Ted Mintz are National officers. They are not part of this election.

Any member may make a nomination by a petition signed by ten members and submitted to our Secretary before September first.

Please note that our by-laws state that all terms are for one year and that candidates cannot be elected to a third term without vacating their office for one year.

THE PROPER SETTING FOR OUR PMC'S

Tiffany's knows the value of a plush setting for its finest jewels... and so do we. This autumn's Concours, on the weekend of October 15, will find our four-wheeled beauties at the palatial Westchester Country Club in Harrison, New York.

The dates are: the evening of Friday the 14th, (for those who can make it), Saturday the fifteenth; judging and an evening banquet (formal dress preferred) and on the morning of Sunday the sixteenth, our Annual Meeting. Reserve these dates:

More information will follow in issues of The Atlantic Lady. Meanwhile, the enclosed photo is our dream location.

—Vic Nevins and Charlie Curtin

Dear RROC Member :

The Ohio Region cordially invites you and your family to the 37th NATIONAL MEET in friendly Cincinnati, and intriguing, unique city offering a perfect blend of European charm and American excitement.

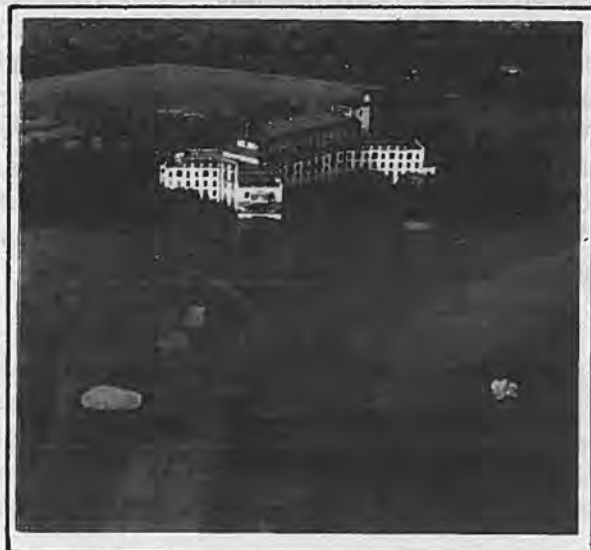
The 37th National Meet features a superb downtown location, accommodations at the elegant Hyatt Regency Hotel, indoor air-conditioned parking at the Convention Center, and judging day festivities on the banks of the Ohio at historic Sawyer's Point Park.

A full complement of seminars, tech schools and diagnostic clinics are scheduled along with the traditional meetings, club store, flea market, cocktail parties and awards banquet. We have also arranged an exciting Buckeyes & Bluegrass Special Events Program which will enable you to enjoy the outstanding attractions and restaurants in Cincinnati and Kentucky. In addition, a Children's Program has been arranged for children three months to twelve years.

Early reservations are an absolute must if you wish to participate in the Bluegrass & Buckeyes Special Event activities. 1988 is Cincinnati's Bicentennial Year, and it will be very difficult to obtain additional buses, event tickets or dining reservations for late registrations. The Cincinnati Reds will also be playing a series of home games during the time of our meet. We suggest you send in your registration form well in advance of the July 18th deadline as space is limited for all events.

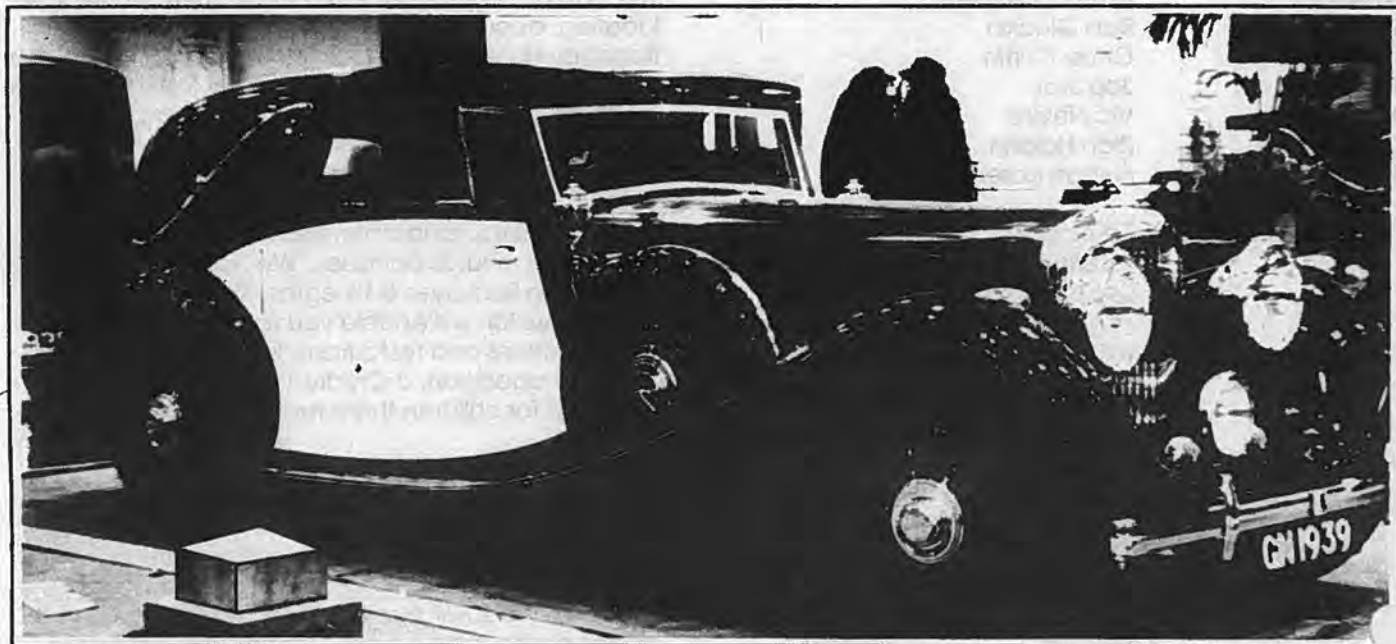
We look forward to welcoming you in August to a most outstanding National Meet.

**Nic & Joan Petroff, Co-Chairmen
OHIO REGION MEET COMMITTEE**



The Jewel of Court-1938

by W.E. Gosden



The Gurney Nutting Sedanca Coupe on a Bentley 4 1/4 litre chassis at the Earls Court Motor Show.
Photo from the collection of W.E. Gosden. **Editorial Note: This car was at NATIONAL last year.**

The 32nd International Motor Exhibition at Earls Court in London from October 13th 22nd saw many motor cars on exhibit that would a generation later be deemed "classic" by collectors. Of many makers of automobiles vying for exhibition space, on both manufacturers and coachbuilders stands, the Bentley came in second in quantity with 14 motor cars on display in various places. Daimler was first with 15 cars on exhibition but this included their entire range of models in regard to engine size. With the Bentley it was the 4 1/4 litre chassis, the only model they offered.

Of the many body styles being offered on the Bentley chassis by the numerous custom coachwork firms in the "Carriage work section" as it was still called by the show organizers was a small exhibit by the firm of J. Gurney Nutting & Co. Ltd.. This firm had first appeared

at a motor show in 1920 when they were but a year in existence. Their shop at Lacland Place on King's Road in Chelsea had produced two fine products for the 1938 Earls Court Show which would be the last motor show in England for almost a decade. Gurney Nutting's formal bodied car at the exhibit was a Limousine de Ville on a Daimler straight eight chassis, their other offering was what I consider the jewel of the show.

The Sedanca coupe had been a particular smart looking body style especially when built by Gurney Nutting. Their main designer, A.F. McNeil, had been with the firm 14 years working for them full time but as an independent consultant. His designs were the ones that people think of when they remember the stylish, rakish, lines of a Gurney Nutting body. The Sedanca coupe on view at Stand No.92 on the ground floor at Earls Court was per-

(Continued on page 5)

NOTES FROM NORTON

-I-

In 1965, the Atlantic Region was formed. The dues were \$5.00, the goal of Emily Walker was to reach 50 members so dues would be reduced to \$3.00. This was accomplished within one year and made her very happy. Keeping dues low and cash balances high, always makes Emily happy.

-II-

The good old days: A Fall tour at Avalock Inn, Lenox, Mass., for 2 days cost \$12 per person—lodging, breakfast, lunch, and banquet includes tips and taxes.

-III-

Liza Doolittle Day Celebrated: From John D. Parker III we learn: "Next week, on the twentieth of May, I proclaim Liza Doolittle Day." So said the King to Liza in "My Fair Lady." -John dubbed his PI S198PM "Liza" after the Pygmalion character because of the ghastly cacophony she emitted on her first run-in some years back. I vowed I would make her sound like the lady she was, and precisely on the 20th of May, not by design but by pure coincidence, we had our own Liza Doolittle Day. Today, 1986, S198PM bears the license plate "Liza."

-IV-

1966 Rock'n Rolls: If you don't think things are going to pot, John Lennon of the "Beatles" has had his Phantom V painted yellow with zodiac emblems on the roof, scrolls flowers and swooping cursives painted on sides and bonnet, and red, white and yellow wheels. The chassis must be one of the "LSD" series. O tempora, O mores! Sold in 1985 for 2.2 million dollars.

(Continued from page 4)

haps the paragon of this particular body style. In what was described at the time as a "special swage-panelled aluminum body" it had an all metal sliding de Ville Extension. The majority of de Ville extensions prior to this time had been fabric covered. The rear wings were welded to the body, and spare tires were mounted in the front wings. Coach lights usually found on the posts of sedanca de villes were mounted at the scuttle where it met the windscreen on this particular car. Oval coach type door handles which were an item on most large horse drawn carriages of the 19th century were also featured on this very special Bentley. The side panels

Tech Talk by Ted Hoffman

Re: Technical Meet

The April 23rd Technical Meet at the Technical Careers Institute in New Haven was well attended by Nine Rolls-Royce and One Bentley.

However, sixteen men, four women and four children enjoyed pleasant conversation, exchange of ideas and helpful solutions to various problems.

Several members are new to the Club and this was their first technical meet. Their enthusiasm was encouraging and they expressed a desire to have more of these sessions. There are potential young men, very capable to take over as Technical Chairman in the coming years.

The ladies were very intrigued of their husband's endeavors and lent their talent to facilitate maneuvers.

The cooperation of the Technical Careers Institute was excellent and it remains the most suitable arena to host these events.

Those who participated were: Byran Jones, Santo Asaro, Joe Santella, Mr. & Mrs. Marshall Feingold and two grandsons, Howard Schwartz, Mr. & Mrs. Robert Sbriglio, Geysa Sarkany, Mr. & Mrs. Dennis Nash and two daughters, John Garber, Paul Berman, John Tipton, Norman Weber, M. Koly, Richard Halprin, Richard Podoloff and Ted & Jayne Hoffman.

Best Regards, Ted Hoffman

of the body were painted a light cream color with the rest of the car being in black. Large landau irons graced the blind quarter panels. The interior was most luxurious, as can be expected with polished walnut moulding, heater, defroster, radio, smokers' companions and leather suitcases fitted to the boot.

According to Johnnie Green's fine book on Bentley, this Sedanca coupe still exists, and its chassis number B188MR.

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SI Bentley Continental BC24F 1956

Park Ward Coupe, Two-tone green, 56,000 miles, very complete car, \$30,000.

Silver Shadow SRX14314 1973

Saloon maroon exterior, fawn interior, MINT CONDITION \$42,000. Mrs. M. Zanger, 40 Woodbine Lane, Holyoke, Mass. 01040 (413) 533-8475

Mark VI Park Ward Drophead B79LKL

1951 Bentley. Very rare car in good condition. Engine rebuilt 6 years ago but very few miles since. \$41,000.

SIII Bentley Standard Steel Saloon

B100GL 1964, good condition, \$29,000. Mrs. Sylvia Gallagher, 67 Willow Street, Brooklyn Heights, NY 11201 (718) 625-7437

WANTED: Issues 1,7,10 of the period Bentley magazine "ON THE ROAD", Rolls Royce Bulletins 1933 and earlier, also PREC BULLETINS No. 1 thru 46,51,53,54,58,62,63. Will purchase outright or have various press kits on the silver shadow for trade. W. Gosden 197 Mayfair Ave. Floral

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A complete set of over-riders for Bentley SIII or Silver Cloud III, very good condition, \$150 for all four.

A pair of Lucas Headlights complete, Type Q.B.D. 167S, no dents good chrome. 1930's vintage \$450.

R. Gluckin, 6 Starling Rd., Randolph, New Jersey 07869 (201) 366-3591

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Good news is always a pleasure to report - early this month Ted Mintz underwent By-Pass surgery and he is doing fine. He was out of bed the day after the operation and will be home recuperating on the 9th of June (By the time you read this). I guess it was time for a tune-up, Jacquiel is holding up very well and thanks one and all for their thoughts and prayers.

Bob Gluckin



Howard Schwartz and his "new" Phantom II.
Photo by: Irv Kaufman



A grand luncheon enjoyed by all.

Photo by: Irv Kaufman.



A dirty Bentley owned by Dennis Nash.
Photo by: Irv Kaufman



Bob Gluckin starts new member Ernie Napolitano on the rally.
Photo by: Irv Kaufman

Atlantic Region Rally 1988

Well March 20, 1988 proved to be a true test of what Ted Mintz has often called club member fanatics. We started the day with a blinding snow storm that left 2" of snow on most of Morris County. Almost everyone arrived on time and enjoyed some treats that were a splendid preview of things to come. Eight PMC's ranging from a newly acquired PII driven by Howard Schwartz to a Bentley T driven by Ted Marakas, made the journey to Randolph. At about 10:30 the sun came out and all present decided to go on the Rally as planned. In spite of the weather they had driven thru.

This year the Rally was over a 42.5 mile route that was to end up at the Rockaway River Country Club where a delicious was waiting. the route thru some of the estate and horse country of northern New Jersey was enjoyed by everyone. There were two stops planned that didn't work out because the restoration shops didn't think anyone would go out with a beautiful PMC on a day like this one started out. The winner was Jo and Dennis Newnham, our winner of the last two years, Bill Brigiani and Mary Nelson vowed to get back on top next year.

I think that everyone had a great time and we should get a great turnout next year with a little help from mother nature. Many thanks to Joan for all of her hard work and for putting up with all or the route tests and time trials. Helen and Ed Eaton had everything planned and ready at the Rockaway River Country Club as usual and as usual everything was outstanding. Thank you to Joan, Helen and Ed, and to all of one that started out in doubt.

Bob

Name	Car	Year
Bob & Joan Gluckin		
Ed & Helen Eaton		
Bill Brigiani & Mary Nelson	RR SW	1951
Dennis & Ann Marie Nash	Bentley MK VI	1951
Dot & Irv Kaufman	Cloup I	1957
Alan Wishengrad		
Norman & Ann Weber		
Virginia & Joseph Star		
Arlene & Howard Schwartz	P II	1934
Jo & Dennis Newnham		
Ted Maraks	Bentley	1967
Don Close & Diane Wisdo	S-1 Bentley	1956
Tony Ragusa	SC III	1964
Ernie Napolitano	SC III	1963
Richard and Rima Nazarian		

Fact or Fiction?

A Parts Update from Turner Spares, Ltd.

The Postwar Spares Specialists

"NLA" — "Obsolete" — "They don't make them any longer." — "The factory hasn't got any."

Not exactly what you'd like to hear at that critical moment. Sounds like a job for **turnersparses®**. The real truth is that virtually every part (with the exception of some coachbuilt body panels) of every postwar Rolls-Royce or Bentley can still be obtained, new or Factory rebuilt. Most are here on our shelves in New Jersey.

In today's world of changing economics, Rolls-Royce Motors may no longer stock and may be unwilling to remanufacture many critical components. This wavering commitment to maintenance of adequate spare parts for the restoration of postwar Rolls-Royce and Bentley cars makes our task more difficult, but far from impossible.

Turner Spares, Ltd. has taken up where the Factory has left off, gathering stock of the many critical parts which unfortunately may no longer be obtained from Rolls-Royce Motors, Crewe.

The following lists, by no means exhaustive, offer random selections of parts stocked by Turner Spares, Ltd. which perish and must many times be replaced in successful restorations. They all have one thing in common — they cannot be supplied by Rolls-Royce Motors.

SILVER DAWN

Tail lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Side lamp
Horn grill
Sill molding
Sill molding insert
Grill shell
Boot lid (long boot)
Trafficators
Heater matrix
Generator
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack

R-TYPE

Tail lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Driving lamp reflector
Side lamp
Horn grill
Sill molding
Sill molding insert
Grill shell
Boot lid
Trafficators
Heater matrix
Generator
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack
Grill assembly (Continental)

BENTLEY S

Head lamp reflector
(bulb type)
Side lamp (1, 2)
Clock
Temperature transmitter (1)
Temperature gauge
Steering box (LHD)
Washer bottle jar
Lucas mirror
Starter motor (1)
Distributor cap (2)
A/C components
Jack (Coachbuilt)
Brake reservoir assembly
Front bumper
Front license bracket
Oil pressure gauge
Fog lamp bracket
Tail lamp lenses (1, 2)
Heater tap (1)
Demister tap (1)
Grill assembly (Continental)

MARK VI

Tail lamp assembly
Reverse lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Driving lamp reflector
Side lamp
Horn grill
Sill molding
Sill molding insert
Trafficators
Heater matrix
Generator
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack

SILVER CLOUD

Front bumper
Head lamp reflector
(bulb type)
Side lamp (1, 2)
Clock
Temperature transmitter (1)
Temperature gauge
Steering box (LHD)
Washer bottle jar
Lucas mirror
Distributor cap (2)
Starter motor (1)
A/C components
Jack (Coachbuilt)
Brake reservoir assembly
Front license bracket
Oil pressure gauge
Fog lamp bracket
Tail lamp lenses (1, 2)
Heater tap (1)
Demister tap (1)

SILVER WRAITH

Tail lamp assembly
Reverse lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Side lamp
Horn grill
Trafficators
Heater matrix
Generator
Differential (LWB)
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Chrome center plate,
wheel disc
Jack
Grill assembly

Besides the impossible, Turner Spares, Ltd. stocks all the everyday **turnersparses®** required for normal maintenance. We make a point to maintain stock well above minimums so that when shortages occur in the Rolls-Royce distribution system, ours is the last supply to be depleted. For convenience, more than 300 postwar mechanical assemblies may be serviced with pre-packaged **tumerkits®**. Ask for the schedule covering your chassis series free of charge.

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Written inquiries are also invited and carefully researched as necessary. Price and availability gladly quoted by return mail or phone as desired. Please do not forget to quote model and chassis number and direct correspondence to Richard Gola at Turner Spares, Ltd., Box 396, Edison, New Jersey 08818. Visa and Mastercard available on orders over \$250.

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EDITORIAL COMMENTS

It seemed that every time I sat down to put this issue together something came up. I guess I can understand just why I haven't been swamped with articles about your PMC's. You must have had the same problem. But, when I can't get the Atlantic Lady done it comes out late. When you stop sending me material it will just stop. I cannot do everything myself. There are many of you out there with beautiful, interesting cars with beautiful and interesting stories about them. Last issue we had a great feature article from Kitty Katzel, this issue we have a very good feature article from Walter Gosden. My very sincere thanks to them both and to Iv, Ted, Norton, and Norm for all of their contributions. We need more contributions. You do not have to be a professional writer to get and article in the Atlantic Lady. The only requirement is that you sit down and do it. If you send in a photo to go with what you write, well, as they say that's 1000 less words that you have to come up with.

I'm sure many of you have interesting stories about your years in the club. I know some of the new members would like to hear about the "old days."

The region seems off to a great start. In this issue is an article about the national meet in Cincinnati in August. Joan and I are planning to go and are looking forward to what I'm sure will be a great meet. If you have never been to a National meet you have missed one of the greatest parts of our hobby. I strongly recommend you send in to National for the National Meet registration package and get it sent in as soon as possible and join in on the fun.

Plan on attending as many meets as you can, a lot of people have put in a lot of effort the only thing missing for a great time is you!

Best regards,



NEWEST REGION MEMBERS

John Tipton
Willimantic Ct.
1930 LWB Park
Ward Limo.

Robert Keiser
Greenwich Ct.
1965 SC III

Alan Solomon
Meriden Ct.
1964 SC III

Harold Lusfig
Weston, Ct.
1977 Silver Wrath II

Sergio Franchi
Stowington Ct.
1927 Springfield
Phantom I Roadster

Eli Lewis
Atlantic City, N.J.
1950 Bentley NK VI

Gores, Landis / Pamela
New Canaan, Ct.
1927 Playboy Roadster - Brewster

Tsimortos, Andrew / Anne Marie
Greenwich
1961 SC II James Young LWB
1971 Silver Shadow, 1982 Silver Spur

Levine Mortone
Centereach, N.Y.
1969 Silver Shadow

Giacone, Michael
Westfield, NJ.

Bango, Joseph
New Haven, Ct.
1965 SC III

Doyle, Clive / Patricia Mary
Hampton Bays, N.Y.
1931 Hooper Sport Saloon

Sailer, Herbert / Margaret
Westfield, NJ.
1953 Bentley R-Type

G. Patricia Brown
Hewlett Harbor, N.Y.
1984 Silver Spur LWB

Coolidge, Theodore E. / Janet M.
Wilbraham, Mass
1933 20/25 Park Ward Saloon



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JULY-AUGUST 1988



The Atlantic Lady

Bi-Monthly Publication of The
Rolls-Royce Owners Club, Atlantic Region



MEMBERS BRING OUT THEIR PMC'S

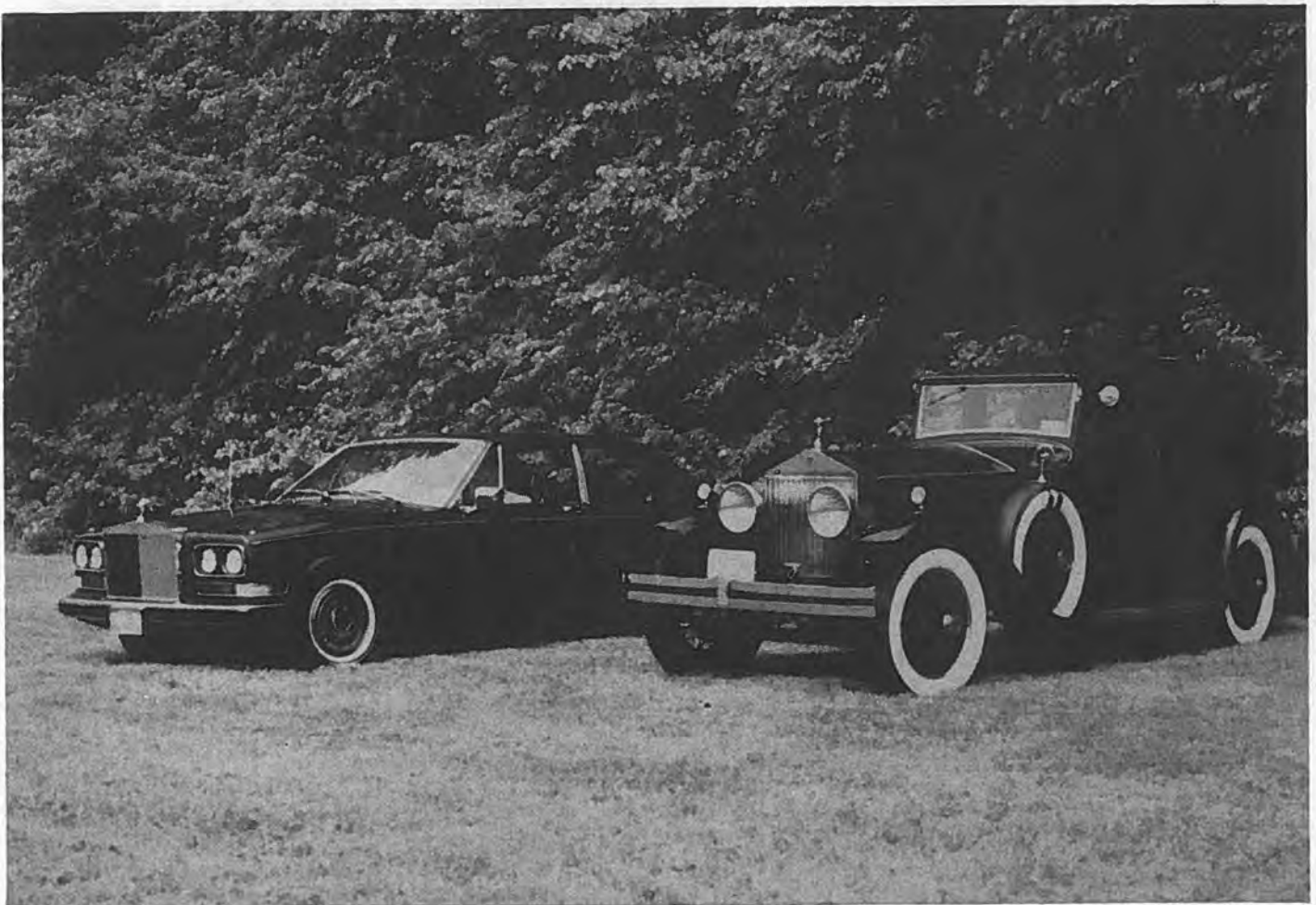


PHOTO BY DAVID M. KING

New member Dominic Faraci brought his beautiful Camarque and Walter Gosden brought his Springfield PI to the day at Old Westbury Gardens.

DOWN THE ROAD ATLANTIC REGION RROC Calendar (subject to change)



July 16

One day tour to Phil Wichard's collection LI.
Ted Mintz 203-387-0605

August 21

One day tour to West Point - Luncheon & Tour of academy
Jel Schwadron 914-264-3224

September 10, 11

Polo Match
Auto Show & Polo Match Pluckemin N.J. Weekend
Bob Gluckin 201-366-3591

October 14, 15, 16

Concourse and Annual Meeting weekend, Connecticut
Vic & Phyllis Nevins 718-767-8416
Charles & Kathi Curtin 203-443-1107

November 6

1989 Committee Meeting
Square Dancing & Socializing Long Island
Robert & Maura Dahnken 516-421-5274

December 3

Annual Holiday Party Long Island
Peter Shapiro 516-676-5072

THE ROLLYS-ROYCE CHAUFFEUR'S HANDBOOK

THE ROLLS-ROYCE CHAUFFEUR'S HANDBOOK is a small manual containing information useful to the professional driver. There are sections on driving safely as well as passenger comfort. This book tells you such diverse things as caring for the car and how to act when driving members of the Royal family.

Recent editions of this Handbook have a newly added chapter called "Explosive Devices." It is probably a sign of the times that called for the need of this information. The instructions on approaching the car are in four steps and start off with observing the car from a distance looking for bags, packages or wires. The second step is to walk around the car paying particular attention to the wheels and tires. Next is to inspect the underside of the car including brakes, exhaust and electrical components. The last step is to check the interior before the doors are opened. The chapter ends with this statement printed in heavy black type: Remember - a cautious person continues to live.

Just in the past few years two items about bombed Rolls-Royce cars have been in the newspapers. The first was in March, 1982 when an explosive device destroyed a Silver Spirit in the garage of Miami's Cricket Club. The other was a 1982 ad in the automotive section of The New York Times offering a bomb damaged 1979 Camargue. Needless to say, its price was well under the market value.

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Editor - Bob Gluckin

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RROC ATLANTIC REGION WEEK-END MEET AT PRES BLAKE'S ESTATE IN SOMERS, CT. JUNE 18&19



Our very gracious hosts Helen and Pres Blake
PHOTO BY IRV KAUFMAN



The long line of PMC's on the grounds of the estate.
PHOTO BY BOB GLUCKIN

SAT. JUNE 18

The day got off to a foggy start, but by mid-morning the skies cleared and a beautiful sunny day emerged. By early afternoon a total of 27 PMC's had gathered from all points of the compass and had formed an impressive line-up on Pres Blake's equally impressive Estate grounds. The day was a relaxing one for all, with picnic lunches under the trees and visits to Pres' collection of antique and classic Rolls-Royce autos which are housed in a separate building on the estate.

An interested spectator to our meet was a house guest of the Blakes, Elena Korenevskaja, who is a journalist, fashion designer, and author from the Soviet Union. She proved to be a fascinating conversationalist as I'm sure all who spoke with her would agree.

The Saturday night banquet at the East Windsor Ramada Inn was attended by 24 people, including Elena, and was a fine way to end a perfect day.

SUN JUNE 19

The planned guided tour of the New England Air Museum at Bradley International Airport was attended by eleven people, again including the peripatetic Elena, and all who participated enjoyed the experience immensely.



Ann and Norm Weber, Dotty and Irv Kaufman and Helen and Ed Luff at the Banquet at the Ramada Inn
PHOTO BY IRV KAUFMAN



Bud Korteweg, Howard Wanderman and his fiance' Dana Schliano and her parents Ellen and Dan Schliano took part in an incredible picnic lunch.
PHOTO BY IRV KAUFMAN

**CAR ATTENDANCE LIST, SOMERS, CT.
JUNE 18, 1988
(NONE OF THESE CARS WERE TRAIL-
ERED TO THE MEET)**

BEITLER, DALE
1967 SILVER SHADOW
COOLIDGE, TED
1933 20-25 PARK WARD
CURTAIN, CHARLES(KATHI)
1974 SILVER SHADOW
GLUCKIN, BOB(JOAN)
1976 SILVER WRAITH
HAAS, WALLY(MARGO)
1933 20-25 SEDANCA DE VILLE
HOROWITZ, JACK(LOIS)
1961 SILVER CLOUD II LWB
JOHNSTON, DICK (JANICE)
1929 PHANTOM II
KAUFMAN, IRV(DOT)
1957 SILVER CLOUD I
KORTEWEG, ED
1978 PARK WARD CORNICHE DROPHEAD
LAKE, ED
1930 PHANTOM I
LEWIN, MARVIN (JEANNETTE)
1946/47 SILVER WRAITH
LUFF, M ED(HELEN)
1970 SILVER SHADOW
LUSTIG, HAL(LAURA) 1977 SILVER
WRAITH
MERCIER, GARY (VICKY)
1963 SILVER CLOUD III
MIRKHANI, MICHAEL(DOROTHY)
1965 SILVER CLOUD III
NAZARIAN, RICHARD
1958 JAMES YOUNG SI
PARKER, JOHN (AMY)
1921 SILVER GHOST
RANDELL, BARRY (ALEXANDRIA)
1978 SILVER SHADOW II
ROSE, BRIAN (LARRAINE)
1982 SILVER SPIRIT
SICARI, MANNY
1962 SILVER CLOUD II LWB
SNYDER, E. WALTER (EVELYN)
1970 SILVER SHADOW
STEINBERGER, HOWARD
1988 SILVER SPUR
TIPTON, JOHN
1930 PARK WARD PHANTOM II LWB
WEBER, NORM
1934 SEDANCA DE VILLE
WONDERMAN, HOWARD
1965 SILVER CLOUD III
WONDERMAN, HOWARD
1969 SILVER SHADOW
WONDERMAN, HOWARD
1984 CORNICHE DROPHEAD



LYING LADY: We are pleased to report that Flying Ladies now conform with safety regulations. From London Daily Telegraph: "She is now collapsible and she is spring loaded. If anything strikes her, she lies down and then returns to normal upright position." The question that Graydon Walker asked was 'Hmmm... if she lies down when meeting strangers, is she still a Lady?'

TROPHY WINNER: Louis Schwartz took his 20/25 on vacation through Maine and just happened to roll into an antique car meet at Ogunquit. His was the only Rolls-Royce there and the delighted judges promptly awarded him the plaque for having driven the longest distance to the meeting.

TV OR NOT TV: In "The Avengers", the Bad Guys had a gizmo that reduced a Rolls-Royce to the size of a Corgi model and hid it in the grass. Chairman Walker is now trying to get a print of the film so he can run it backwards and make Corgi models into full-size Rolls-Royces.

STOP THIEF! Tom Shull has bought a newer Bentley and so parked his 4 1/4 B139LE in the driveway. There was a "For Sale" sign on the seat. By next morning, there was no Bentley to be seen, much less sold. Tom called the cops as they looked high and low and found nothing. Of course, a custom-bodied Bentley with P-100 headlamps bigger'n Jayne Mansfield's is so inconspicuous. On Saturday morning, Tom had a phone call from a stranger: "How much for your car?" The thieves had abandoned the car on the Conn. Thruway, near an exit, but had put the sign on the windshield with Tom's name and address.

Moral: If car is stolen, don't call the cops. Just Advertise.
(Special rates available in newsletter)

LESE MAJESTY, "Newsletter" Scoop: Newspapers, radio, TV all had great fun reporting that Queen Elizabeth's Rolls Royce dropped dead in London traffic, but did any of them report why? Echo answers, Hell, no! But "Atlantic Region Newsletter" prints all the truth, hence this from our Buckingham Palaco Correspondent, John Lee Newton:

My Rolls broke down on the Long Island Expressway so when reading that Queen Elizabeth's Rolls stopped, yes stopped in London traffic, I wrote to welcome her to the Stopped in Traffic Club and to inquire as to the why of it. Enclosed is the answer.

The Royal News, Buckingham Palace, 20th February 1968. Dear Sir, I am commanded by the Queen to thank you for your letter dated 30th January, and to say that the cause of the trouble with the Rolls-Royce was some dirt which had got into the petrol and caused a jet to become blocked. Yours faithfully, John Miller, Lt. Col. CVO, DSO, MC, Crown Equerry."

SPECIAL NOTES



IN THE SWING: Wayne Gretzky and fiancée Janet Jones will be doubles partners and hosts of a tennis tournament for charity.

Gretzky starting off in charitable mood

TORONTO — A month before their wedding, hockey star **Wayne Gretzky** and actress **Janet Jones** will host a tennis tournament Saturday.

It'll be the first public appearance for the couple, whose July 16 event will be Canada's version of a royal wedding.

"I think a lot of people want to meet her," Gretzky said of his fiancée and doubles partner. Jones' most recent film is *Police Academy V*. She has just finished a workout video, *The Firm: Aerobic Workout With Weights, Volume II*.

Over the past seven years, the tournament has raised more than \$700,000 for the Canadian National Institute for the Blind. Actors **Gregory Harrison**, **Robert Woods** and **Alyssa Milano** are among 40 celebrities who plan to attend the tournament.

After the Edmonton marriage with 700 guests and a wedding party of 22, the Gretzkys will honeymoon for six weeks aboard a private yacht. Wayne's taken care of the present: He just gave Janet a white Rolls-Royce as a wedding present.

— *Jim Fox*

USA TODAY June 17, '88
sent in by **Stephen DeFrancesco**

"SMOKEY'S" CAR IS A ROLLS

The world's only Rolls-Royce police cruiser has been put into service in Malaysia. Driven by the chief of police in Johore, the \$117,500 Silver Spirit is painted in the special red of the local police force and has white doors bearing the police department crest. The chief, who is also the Sultan, owns several personal Rolls-Royce motor cars, including a Phantom V limousine.

BUSINESS TIMES June '88
sent in by **Stephen DeFrancesco**

CHAIRMAN'S MESSAGE

Dear Fellow Members,

It was actually the restaurant's patio. But Rima and Rich insisted that the proper cars have a separate parking area. And the Westbury Garden turnout was so great!! So each one of us climbed the sidewalk and literally wedged into the square brickyard. What a scene! I couldn't find a space to photo. Only a helicopter could do it. Suffice to say that we all enjoyed. Thanks, Rima and Rich Nazarian, for a well planned meet.

Dot and I were one of the last couples to leave the Blake Estate picnic. Guess what Pres was doing—while riding his trusty scooter, he went about folding and storing chairs, collecting garbage cans—really, for a man of his stature, he sure is a regular guy! Thanks, Helen and Pres, for a great day.

Also I want to express the club's gratitude to Helen and Ed Luff for chairing the event. They did a great job with advance publicity, maps and selecting the hotel with a super Saturday night banquet at an unbelievable low cost.

A highlight for me at the Pres Blake picnic was seeing our good friend Ted Mintz. Ted's four barreled by-pass was only two weeks ago.

Howard Wanderman's gang put on a picnic show for us and was a popular source of conversation. His food was shipped from NYC and he even had candles on the table.

Del Woodward, our National VP Membership, wrote to me stating that on July 30, delinquent members will be purged from the roster. If you have overlooked sending in your National 1988 dues, please do so now. In order to partake in Region activities, you must be in good standing at National.

Note that the rain date for the Saturday July 16 Phil Wichard picnic is Sunday July 17. Here we'll have another outstanding event. Sonya and Phil have reputations as genial hosts. Wait till you see the L.I. Sound view—and those 100 point cars!!

Lea and Joel Schwadron have arranged a great event for Sunday, August 21. After lunch at the historic West Point Thayer Hotel, we'll take a two hour bus tour of the reservation. **Send in your coupon now!**

I'm imposing on Joan and Bob Gluckin—asking them to truck club items for sale to Phil's. Our low Region dues hardly cover the printing expenses. Do buy some T-shirts for the kids—or a windbreaker for yourself—or at least order a Region badge for your spouse.

Dot and I are planning to fly out on August 9 to the National Meet in Cincinnati. If you can make it, try to attend. You won't regret it. See you at Phil's. New members, come out so we can meet you.

Irv Kaufman, Region Chairman

Recuperating Ted Mintz and Jaqui at Pres Blake's.



PHOTO BY BOB GLUCKIN

Old Westbury Gardens Meet



The long line of PMC's at Old Westbury Gardens.

PHOTO BY IRV KAUFMAN



The crowded patio at the George Washington Manor.

PHOTO BY IRV KAUFMAN

Amidst uncertain skies and somewhat hot, humid temperatures, The Atlantic Region, RROC held its much awaited Old Westbury Gardens meet, June 22nd, chaired and planned admirably by Rima St. John Nazarian, and fabulously attended by almost 75 members. I think we may safely say that the Meet was quite successful and most enjoyable, with, I am most happy to report, an excellent turn-out of PMC's (I counted 30, which are hereunder enumerated.) We began the Meet, by assembling at The Phipps Estate, Old Westbury Gardens, and proceeded on our tour of the Estate. I for one, (classicist, that I modestly consider myself?) have never had the opportunity of seeing the Estate. The House and Gardens can only be described as truly magnificent, representing the 'Gilded Age' of our Country's history. A private home for many years, one immediately senses the 'liveability' of the house and feels the 'presence' of its former occupants: a fine example of the "English

Country' home transplanted to these shores. After a couple of hours spent enjoyably viewing the House and Garden, we proceeded on a 'short tour' to the George Washington Manor for lunch where good food, conviviality, and plenty of good Roll-Royce PMC conversation abounded. All in all, a most pleasant day spent. I am sure most or all members in attendance will agree. Thanks to RSJN., Norm Weber, our activities chairman, and all Atlantic Region members.

Members in attendance and their PMC's include: Richard & Rima St. John Nazarian, S-1 James Young B55BC; Norm & Ann Weber SW 1954 SNF 115; Dennis & ann Marie Nash 1951 Mark VI B244LJ; Felix & Astra Bottenhorn S-1 Bentley B479LFD; Barry & Alexandra Randell SSII, 1978 Jack & Lois Horowitz, 1961 SC II LLCB32; Hal & Laura Lustig 1977 SE II; Dot & Irv Kaufman 1936 Bentley 41/4 BK30HK; Joan & Bob Gluckin (Modern Detroit Iron) Jo & Dennis Newnham 1960 SCII LSWC 108; Rudy &

Marie Rosenberg, 1938-39 PIII 3DL20 ;Norman & Jackie Stack, 1963 SCIII LSCX289;Marvin & Jeanette Lewin (and 2 guests) 1946 SW WVA80; Dom & Grace Faraci, 1980 Carmargue; Vin & Howard Wanderman 1965 SCIII & 1984 CORNICHE; Bud Korteweg, Corniche; Virginia & Joe Star, 1931 PII Keswick; Shirley & Chuck Riker, 1926 PI Boatail TC 78; Bil & Teri Nielsen, 1937 Bentley 4 1/4 drophead B92JD; Barbara & Ernie Atlas, 1964 SIII B74FG; Dorothy & Fred Haug (Jaguar); Charlotte & Len Goldfarb, SCIII SFU221; Bobbie & Cliff Feder, SS SRE23266; Lydia & Charlie Morrongiello, 1977 Corniche, DRF13589; Sue & John Harwood, modern iron; Jacquie & Ted Mintz, riders; Al Mingione, 1960 SCII; Alan Solomon, '63 SCIII LSEV151; Neil Singer, '56SCI; Bruce Stark, '60 James Young LWB touring Limo LBA 8.

Fondly & respectfully submitted,

Richard Nazarian
Committee Member
RROC, Atlantic Region

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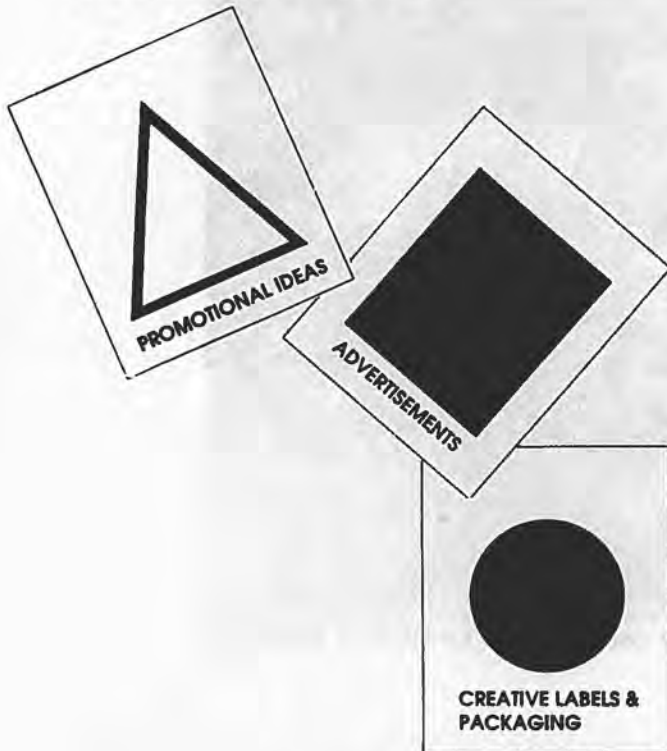
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Fact or Fiction?

A Parts Update from Turner Spares, Ltd. The Postwar Spares Specialists

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The following lists, by no means exhaustive, offer random selections of parts stocked by Turner Spares, Ltd. which perish and must many times be replaced in successful restorations. They all have one thing in common — they cannot be supplied by Rolls-Royce Motors.

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Tail lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Side lamp
Horn grill
Sill molding
Sill molding insert
Grill shell
Boot lid (long boot)
Trafficators
Heater matrix
Generator
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack

R-TYPE

Tail lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Driving lamp reflector
Side lamp
Horn grill
Sill molding
Sill molding insert
Grill shell
Boot lid
Trafficators
Heater matrix
Generator
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack
Grill assembly (Continental)

BENTLEY S

Head lamp reflector
(bulb type)
Side lamp (1, 2)
Clock
Temperature transmitter (1)
Temperature gauge
Steering box (LHD)
Washer bottle jar
Lucas mirror
Starter motor (1)
Distributor cap (2)
A/C components
Jack (Coachbuilt)
Brake reservoir assembly
Front bumper
Front license bracket
Oil pressure gauge
Fog lamp bracket
Tail lamp lenses (1, 2)
Heater tap (1)
Demister tap (1)
Grill assembly (Continental)
Jack

MARK VI

Tail lamp assembly
Reverse lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Driving lamp reflector
Side lamp
Horn grill
Sill molding
Sill molding insert
Trafficators
Heater matrix
Generator
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack

SILVER CLOUD

Front bumper
Head lamp reflector
(bulb type)
Side lamp (1, 2)
Clock
Temperature transmitter (1)
Temperature gauge
Steering box (LHD)
Washer bottle jar
Lucas mirror
Distributor cap (2)
Starter motor (1)
A/C components
Jack (Coachbuilt)
Brake reservoir assembly
Front license bracket
Oil pressure gauge
Fog lamp bracket
Tail lamp lenses (1, 2)
Heater tap (1)
Demister tap (1)

SILVER WRAITH

Tail lamp assembly
Reverse lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Side lamp
Horn grill
Trafficators
Heater matrix
Generator
Differential (LWB)
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Chrome center plate,
wheel disc
Jack
Grill assembly

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EDITORIAL COMMENTS

It's hard to believe a number of things...
...the year is half over...meets are getting better and better...more new and old members are coming out...the days are going to start getting shorter...
Joan and I are going to be in Cincinnati a week into the month of August...my daughter just graduated from High School and this issue might get out on schedule.

Our design team is getting more and more experience on our new computer and we should have less trouble keeping on schedule. I must have hit a nerve with the last issue, I have received a number of very good articles, which you will be seeing in up-coming issues. However, do not feel that I have enough... I would like to someday be in a position where I have enough to enlarge each issue. We could still use advertisers, costs are going up and this is the best way to add income. If you would like to place an ad or know of someone that might, please send me the information. We can provide design help or any other art work you might need. Want-ads and Cars or Parts ads in our classified section are free to Region Members. If you use this service you might be very pleased with the results.

If you haven't made your reservations for the National Meet you still have time to do so. But, time is getting short, so hurry and join us for what promises to be a great event. Try to get to as many region events as you can. Remember, this is your club and you will get out of it as much as you want. You missed a great time if you missed the day meet at Old Westbury Gardens or the week-end meet at Prez Blakes' home in Somers, Ct. Up and coming meets look like they are going to be great. The only possible thing that could be missing is you!

One other thing that is hard to believe is that it is time to start planning for next year. If you would like to chair an event or just provide an idea for one please call Norm Weber or any other member of the board or committee.

**Hope to see all of you soon...
keep those cards and letters coming.**

NEWEST REGION MEMBERS

Gary/Victoria Mercier
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87 Tanglewyde Ave.
Bronxville, NY 10708
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33 Pine Terrace
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VINTAGE BOOK REVIEWS

POETRY IN MOTION

MY COUNTRY SONGS AND POEMS

by Helen Fullerton London: Lawrence & Wishart
Limited 1957 47 pages

Helen Fullerton was five years a capstan operator at the Rolls-Royce factory in Glasgow where she was shop steward for her section. Throughout this book the author's very left wing political leaning can be seen. 'Rolls-Royce Strike, October-December 1955' is the title of a lengthy five page poem which deals with the hardships of the workers walking the picket line. "Wage-cuts and unemployment en masse/ They're trying to crush the working class!" is just one example of the theme of this poem and the point of view of the author. However inadvertently meant, there is one line that rings true to Rolls Royce tradition: "All over Rolls Royce silence reigns." For obvious reasons I've placed this book on the left hand side of my bookcase. My only hope is that its ideas do not pass by osmosis to the book next to it which is by the way, **ROYALTY ON THE ROAD** by Lord Montagu of Beaulieu!

THE ROLLS-ROYCE REVIEW is the Journal of the David M. King 'Rolls-Royce Archives' and is published at 5 Brouwer Lane, Rockville Centre, Long Island, New York 11570 U S A.

SEPTEMBER-OCTOBER 1988



The Atlantic Lady

Bi-Monthly Publication of The
Rolls-Royce Owners Club, Atlantic Region



THANK-YOU PHIL AND SONYA WICHARD!



If you missed the meet at the home of Phil and Sonya Wichard you did not get to see one of the best collections of automobiles on the east coast. The only thing that out shines their collection is their very gracious hospitality.

PHOTO BY: NORM WEBER

DOWN THE ROAD ATLANTIC REGION RROC

Calendar (subject to change)



September 10, 11

Polo Match
Auto Show & Polo Match Pluckemin N.J.
Weekend
Bob Gluckin 201-366-3591

October 14, 15, 16

Concourse and Annual Meeting weekend,
Connecticut
Vic & Phyllis Nevins 718-767-8416
Charles & Kathi Curtin 203-443-1107

October 23

1989 Committee Meeting

December 3

Annual Holiday Party Long Island
Peter Shapiro 516-676-5072

Sat, January 21

January Meeting
Grassy Hill C.C.
Orange Ct.

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CHAIRMAN'S MESSAGE

Dear Fellow Members,

What a collection! When Phil opened the doors at the July 16th picnic, most of us were speechless—while those of us who could talk said "Wow!" The Wichard collection includes close to 40 100 point cars—displayed on two floors in a specially constructed building. All this with a super view from the elegant lawns of the estate. Thank you Sonya and Phil for a great day and thank you Jaqui and Teddy for chairing the event.

Charles Curtin has advised me that, because of business commitments, he will be unable to act as our Chief Judge. After consulting with Ted Mintz, chairman of the nominating committee, it was decided to ask Sam Ornstein to take the position. Sam graciously accepted. He is well qualified. He has been Chief Judge of the New Hope meet for many years and has a well deserved reputation for fairness. Sam's name will be on the next ballot.

Our Activities Chairman, Norm Weber, called to my attention that when attending an event, we should properly register with the Chairperson. There are a number of trophies awarded based on attendance, mileage, age of car, etc.

The Westchester Country Club concours plans are forging ahead. Phyllis and Vic Nevins would like your reservation immediately. Don't forget that the dinner dance is black tie. This is our only formal event of the year.

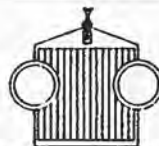
Dot and I have just returned from the Cincinnati National Meet. One of the highlights was the R-R Motor cocktail party where we had a preview of the Bentley Turbo R. Chairpersons Joan and Nick Petroff prepared a super week for us. Our next National Meet will be in Newport, R.I. August 8-11, 1989. Details will be announced soon. You'll not regret attending.

Irv Kaufman, Chairman

Irv and Dot Kaufman enjoyed the day on Huntington Bay.



PHOTO BY: NORM WEBER



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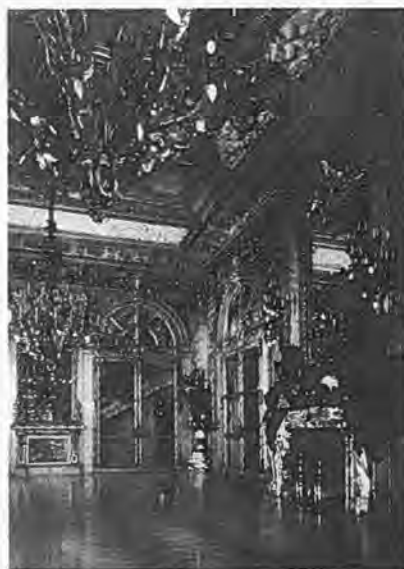
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SPECIAL NOTES

National Meet In Cincinnati

The 1988 National Meet is now history. There was a reason to be in Cincinnati in August. Nic and Joan Petroff did a sensational job planning the meet. This was evident because the execution of each event was flawless. There was truly something for everyone! The days were filled with excitement, each trip was a new adventure. From the first bus tour of the area to a visit to the Golden Monkeys from China at the Cincinnati Zoo, every moment was special. The "Flea Market" was filled to capacity and each of us parted with a few of our hard earned dollars before the week was over..

The seminars and meetings were very well attended and everyone I talked with said the programs were very well done. I was at the V-8 seminar given by Cal West and it was very informative. Cal is a true expert on our PMCs'.

The area restaurants are on a par with some of the best New York has to offer. If you are ever in Cincinnati you must stop a "Pigals", around the corner from the Hyatt. It was just sensational, everything was special from the bread to the desert. They offer an excellent menu and the service was second to none. They deserve more than their "4" star rating.

The club was honored by Rolls-Royce at the R-R Motors Cocktail Party with the first showing of the new Bentley Turbo. It was a very special evening for many of us. The bright red Bentley was really the center of attention, with good reason. Unfortunately we were not allowed to take any pictures. Reg Abbis has promised me all of the

ATTENDIES Atlantic Region Attendies RROC National Meet Cincinnati, August 9-14, 1988

Ed Adolph
Helen and Pres Blake
Bernard Braverman
Kathi and Charles Curtin
Jane Domidion
Helen and Edgar Eaton
Joan and Bob Gluckin
Eileen and John Grillo
Dorothy and Fred Haug
John Hill and Family
Mermie and Ken Karger
Dorothy and Irv Kaufman
Charles Lowe
Ellen Mercer
Carol and Ed Meyers
Jacqui and Ted Mintz
Dennis Nash and Family
Phyllis and Vic Nevins
Selma and Norton Rosenberg

All had a great time. Ed Adolph and Vic Nevins were awarded trophies.



PHOTO BY: IRV KAUFMAN

Dot Kaufman with the Flying Pigs at Sawyer's Point.

Press Kit when it is ready and I will be featuring it in an up-coming issue.

The show of PMCs' was just sensational, you missed seeing some of the best there are if you were not there. Being at a national meet is the highlight of the year for me. There is something very special about it and I would suggest you mark your calendar for next year in Newport, RI. August 6 to 13, 1989.



PHOTO BY: IRV KAUFMAN

Ted Mintz, Ed Adolph and Bernie Braverman at the Oldenberg Welcome Banquet.



PHOTO BY: IRV KAUFMAN

A very proud Ed Adolph and his prize winning Bentley.



PHOTO BY: IRV KAUFMAN

Dot Kaufman, Fred and Dorothy Haug, Jacqui Mintz, Pres Blake, Helen Eaton and Joan Gluckin at the Clock Tower in Covington, Kentucky.

CLASSIFIED

WANTED: S-1 OR S-3 OR CLOUD IN 6000 RUNNING CONDITION LHD PREFERRED
ALLEN AND ANN SMITH RD 1 BOX 281C DUANESBURG, N.Y. 12056
PHONE NO: 1-518-356-3219

1967-T 103,000 MILES PRISTINE CONDITION NEW BRAKES BOTTOM END OF ENGINE-DONE \$29,000 INVESTED ACCEPTING OFFERS.
BOB FULLER 996-6834

SI BENTLEY CONTINENTAL BC24F 1958
Park Ward Coupe, Two tone green. 56,000 miles, very complete car, \$30,000
SILVER SHADOW SRX14314 1973
Saloon maroon exterior, fawn interior. Mint condition. \$42,000.
Mrs. M. Zanger, 40 Woodbine Lane, Holyoke, Mass. 01040 (413) 533-8475

MARK IV PARK Ward Drophead B791kl
1951 Bentley. Very rare car in good condition. Engine rebuilt 6 years ago but few miles since. \$41,000
SIII BENTLEY Standard Steel Saloon B100GL 1964, Good condition, \$29,000. Mrs. Sylvia Gallagher, 67 Willow Street, Brooklyn Heights, NY 11201 (718) 625-7437

WANTED: Issues 1, 7, 10 of the period Bentley magazine "ON THE ROAD," Rolls-Royce Bulletins 1933 and earlier. Also PREC BULLETINS No.1 thru 46,

A complete set of over-riders for Bentley SIII or Silver Cloud III, very good condition, \$150 for all four. A pair of Lucas Headlights complete, Type QBD 167S, no dents good chrome. 1930's vintage \$450. R. Gluckin, 6 Starling Rd., Randolph, New Jersey 07869 (201) 366-3591

1969 SHADOW 4 door Standard Saloon SRH5157 Silver/ Black Blue Leather Manual- Large tools, very good exterior, close to mint wood, chrome good, air good tires, recent service - very good mechanical condition. Asking \$18,000- Open to offers RHD 127,000 Miles Picnic Tables Tom Floriano, 58 S. Street, Washingtonville, Ny 10992 (914) 496-3929

INTERESTED IN A BENTLEY SI or Early Shadow. DAVID RATNER, 67 Woodside Dr., Long Meadow, Mass. 01106 (413) 567-6893

BENTLEY 1953 R. TYPE SALOON RHD Black- Brown Leather. Low Miles. Immaculate condition. No rust. Perfect Burled Walnut Trim and picnic Tables. Wayne Mc Cann, 9 Pearl Street, Glen Cove, NY 11542 (516) 671-2729 Asking \$19,000
REAL ESTATE TRADES?

1979 SHADOW II, chestnut over honey with saddle leather trimmed in brown, 78,000 miles, "A"-title, good mechanical condition, Eric Younger 201-234-0854

NOTES FROM NORTON

DRAMA NOTE: The play, "Happiness Is a Little Thing Called a Rolls-Royce" folded after bad reviews. NY News' comment: drama critics drive Volkswagens.

Achtung Volkswagens! On Christmas Day, 1941, a British trawler minesweeper destroyed her 100th Nazi mine. Name of the minesweeper: HMS Rolls-Royce"

Norton Rosenberg was playing a game of questions and answered with his 5 year old granddaughter, Caroline-

Norton asked What is a Bagel?

Caroline's answer- A type of bread with a hard crust shaped like a donut-

good answer

Norton asked- What is a Roll?

Caroline's answer- A Rolls is a very distinguished automobile that has a trophy on top of the grill..

The following information is offered to NJ Region members who will be entering their cars for judging at our annual concourse on October 15, 1988

ELIGIBILITY: The car must be owned by the member of RROC or a member of his or her family.

SCORING: Based on a deduction of points for defects. Pre 1940 cars start with 103 points; All others start at 100 points. Note that of the 16 categories, 11 are for mechanical condition of engine and chassis, with only 5 for appearance of body and wheels.

SCORING FORM: On arriving the judging field, immediately and completely, fill out the reverse side of the judging form. Place it on your front seat and remain available for when the judging team arrives.

NON AUTHENTIC PARTS: These count as non-existent. If questionable, the burden of proof is upon the owner. Short lived items such as spark plugs, fan belts,, etc. will be accepted provided the replacements meet R-R standards.

SAFETY: All cars must carry an approved fire extinguisher. They must have safety glass, except in those cases where the owner can prove to the judges' satisfaction that curved sections, beveled edges, etched glass etc. make compliance difficult.

CONVERSIONS: ... of Bentley to R-R or vice-versa will not be tolerated. Parts involved in the change will be declared non-existent.

CHROME: ... will be accepted from 1927 onward. Chrome plated wheels are considered over restored; stainless steel wheels are accepted.

WIRING: Plastic wiring is acceptable although cotton covered plastic wiring is encouraged. Blatant using of modern connectors is taboo. Bright yellow plug wires are also taboo. Fuse boxes will be open for inspection

AIR CONDITIONING: Post WW2 cars may be so fitted, provided its quality and installation are equal to R-R standards.

CLEANLINESS: Judges will note number of miles driven to the event and give proper consideration.

DISQUALIFICATION: Any car losing the 5 points allotted to each section will be automatically removed from trophy consideration

TRAILERING: Pre 1917 cars may be trailered. Post 1917 cars that reside over 100 miles from the event may be trailered: However, after unloading, they must be driven at least 100 miles.

AN INSPECTION SHEET WILL HELP YOU IN PREPARING YOUR CAR.



It does not mention centre-lock wheels - it just says, "Inspect your chauffeur to replace the wheel".

MEMBERSHIPS IN THE REGION

NEW MEMBER



Gary Mercier and his beautiful Cloud III.
PHOTO BY: V. MERCIER

Gary Mercier is a true "Nutmegger" as he was born in New Britain, CT; went to school in Glastonbury, CT & South Windsor, CT; and now lives in Ellington, CT. Vicky (born in PA, but moved to Connecticut when she was 13) graduated from East Windsor High School. Gary met Vicky when he had one month left to serve of a three year term in the United States Marine Corps. They were married 11 months later. Gary and Vicky have 2 sons, Gary Jr. and Michael, who are married to Lonna of Illinois, and Dolores from Michigan, respectively. Two grandchildren, Sarah-3 1/2, Jeff- 16months, have added a new "delight" to the Mercier family.

We would like to say Gary's first love is his Rolls-Royce, but this is not true. Golf- Golf- Golf- and more Golf is #1. Although being in the Boston area for the weekend of the US Open, Gary and Vicky traveled back to Connecticut to attend the Rolls-Royce Owners Club Meeting at Presley Blake's Estate in Somers, CT.

Back in 1983, Gary and Vicky were supposed to be in Florida, but plans had changed and they were home for the weekend. Gary was looking in the newspaper for a car for Vicky, when he spotted an ad for the sale of a Rolls-Royce. He surprised Vicky by saying, "You know I've always wanted a Rolls-Royce." With nothing on the agenda for the weekend, Vicky suggested, "Let's go look at it." All it took was one look and Gary bought it. The car was in excellent condition, but in 1984 Gary had it restored to it's original color, Red Garnet and Silver Grey. He thoroughly enjoys his 1963 Silver Cloud III and does not hesitate to take it on the road throughout the year.



A true Rolle-Royce "fan" drives a proper golf cart.
PHOTO BY: V. MERCIER

OLD MEMBER

Congratulations!

On April 23, 1988, Earl and Shirley Herbst celebrated their 50th Wedding Anniversary! Their parents were friends before Earl and Shirley were born. Both children were born and raised together in Brooklyn, New York. When Earl was asked if they were childhood sweethearts, his response was "Sort of." After serving as President of a large funeral service for forty-two years, Earl and Shirley retired and have lived in Southbury, CT. They've lived there for the last twenty years!

Earl has always liked cars and he remembers driving an electric car that belonged to his grandfather. Several times Earl has tried to find one to purchase, but had not been successful. One of the first cars that Earl owned was a 1932 Ford Station Wagon which was one of the finest cars that Ford ever put out. As president of a large funeral service, Earl had access to a large garage, where he stored his own collection of cars - Seven...which included a Pierce. Although these are fine, the car that he has that is his "pride and joy," he purchased on March 17, 1967. It is a 1926 Springfield Piccadilly Roadster- Silver Ghost..



1926 SSG Picadilly Roadster S-347 RL owned by Earl Herbst
PHOTO BY: EARL HERBST

Earl has every reason to be proud of this car, because it has been honored several times including the following:

- 1. Most Outstanding Car-1979
Concours D' Elegance Auto Show
New York Coliseum
- 2. Used as the 75th Anniversary Car for Rolls-Royce Motor Car Co.
- 3. Rolls-Royce Award of Canada at Toronto- 1986
Best of prior class winners within the preceding five years
- 4. Requested by the Duke of Kent of the Royal Family of England to inspect the car when he visited the USA. It was exhibited at Montclair, New Jersey.
- 5 Senior Award CCCA.
- 6 FOO Dog Trophy
- 7. RROC First Class in Ghost Class 1981. 1984.
Judges Special Award in 1985.
- 8. RROC Most Silent Ghost Engine 1981, 1984, 1985.



Atlantic Region RROC Holiday Party

Seasons Greetings

Once again the Holiday Season is about to spring up on us and this year should be a great one for us all. The way to get it off to a super start is to plan on joining us for the Atlantic Region Party.

This event is usually the highlight of the year and many members that you do not see all year come out for the fun. So, get your reservations in early and mark your calendar right now!

Place: Glen Cove Elks Lodge

Date: Saturday, December 3rd, 1988

*Time: 12 Noon - Cocktails and Hors d'Oeuvres
1 P.M. - Luncheon*

*Cost: The same reasonable \$30.00 per person as last year
Checks payable to Peter Shapiro, R.R.O.C.*

*You bring: a. one of your Rolls-Royce or Bentleys
b. one grab bag gift per person - \$5.00 limit please!
Red ribbon for a Lady
Green ribbon for a gentleman
c. your plans for a great time!*

(Deadline for reservations is November 30th, 1988)

Send in the coupon below with your payment in full, be sure to check your selections for your entree. Plan on joining us for a fun day!

Send to: Peter Shapiro
45 Voorhis Avenue
Rockville Center, New York 11570

Entree Selections

Name _____

___ Steak

Address _____

___ Capon Divan

Telephone No. _____

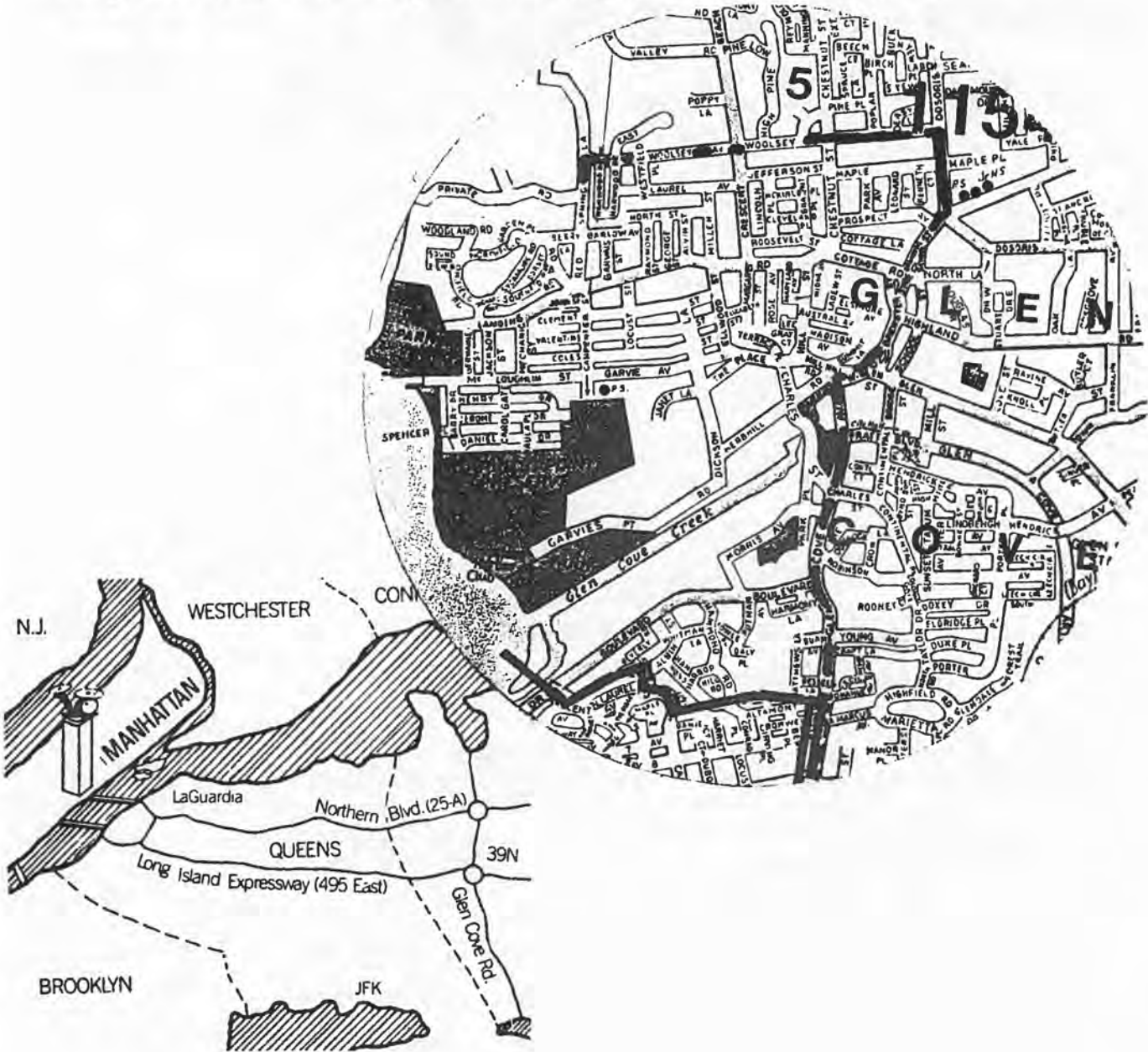
___ Shrimp Scampi

___ Broiled Sole

_____ Number of persons at \$30.00 each = \$ _____ Total
Checks payable to Peter Shapiro, R.R.O.C.

DIRECTIONS

Take the Long Island Expressway to Exit 39 North onto Glen Cove Road, bear left onto Glen Cove Avenue and continue into Glen Cove. You will come to a "T" intersection, with the Glen Cove Fire House in front of you, turn right onto Brewster Street, go five lights to Dosoris Lane and make a left onto Dosoris Lane. Follow Dosoris Lane to Woolsey Avenue and make a left onto Woolsey Avenue, take this to another "T" intersection. This is Red Spring Lane, Make a left onto Red Spring Lane and look for the sign for the Elks Lodge on the right. (Sunview Drive)



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THERE IS STILL ROOM
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ENTIRE WEEKEND OR PLAN ON BEING
AT THE ANNUAL MEETING ON
SUNDAY MORNING.

**THERE'S STILL TIME
DO NOT DELAY**

Fact or Fiction?

A Parts Update from Turner Spares, Ltd. The Postwar Spares Specialists

"NLA" — "Obsolete" — "They don't make them any longer." — "The factory hasn't got any."

Not exactly what you'd like to hear at that critical moment. Sounds like a job for **turnersparses®**. The real truth is that virtually every part (with the exception of some coachbuilt body panels) of every postwar Rolls Royce or Bentley can still be obtained, new or Factory rebuilt. Most are here on our shelves in New Jersey.

In today's world of changing economics, other sources may no longer stock and may be unwilling to remanufacture many critical components. This wavering commitment to maintenance of adequate spare parts for the restoration of postwar Rolls-Royce and Bentley cars makes our task more difficult, but far from impossible.

Turner Spares, Ltd. has geared up to fill the void, gathering stock of the many critical parts which unfortunately may no longer be obtained elsewhere.

The following lists, by no means exhaustive, offer random selections of parts stocked by Turner Spares, Ltd. which perish and must many times be replaced in successful restorations. They are just a few examples which highlight the fact that Turner Spares, Ltd. has simply the best stock of postwar Rolls-Royce parts in America—and possibly the world.

SILVER DAWN

Tail lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Side lamp
Sill molding
Sill molding insert
Grill shell
Boot lid (long boot)
Trafficators
Heater matrix
Generator
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack

R-TYPE

Tail lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Driving lamp reflector
Side lamp
Sill molding
Sill molding insert
Grill shell
Boot lid
Trafficators
Heater matrix
Generator
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack
Grill assembly (Continental)

BENTLEY S

Head lamp reflector
(bulb type)
Side lamp (1,2)
Clock
Temperature transmitter (1)
Temperature gauge
Steering box (LHD)
Washer bottle jar
Lucas mirror
Starter motor (1)
Distributor cap (2)
A/C components
Jack (Coachbuilt)
Brake reservoir assembly
Front bumper
Front license bracket
Oil pressure gauge
Tail lamp lenses (1,2)
Heater tap (1)
Demister tap (1)
Grill Assembly (Continental)

MARK VI

Tail lamp assembly
Reverse lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Driving lamp reflector
Side lamp
Sill molding
Sill molding insert
Trafficators
Heater matrix
Generator
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack

SILVER CLOUD

Front bumper
Head lamp reflector
(bulb type)
Side lamp (1,2)
Clock
Temperature transmitter
Temperature gauge
Steering box (LHD)
Washer bottle jar
Lucas mirror
Distributor cap (2)
Starter motor (1)
A/C components
Jack (Coachbuilt)
Brake reservoir assembly
Front license bracket
Oil pressure gauge
Tail lamp lenses (1,2)
Heater tap (1)
Demister tap (1)

SILVER WRAITH

Tail lamp assembly
Reverse lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Side lamp
Trafficators
Heater matrix
Generator
Differential (LWB)
Standard gearbox
Washer bottle job
Lucas mirror
Bonnet handle
Starter motor
Chrome center plate,
wheel disc
Jack
Grill assembly

Besides the impossible, Turner Spares, Ltd. stocks all the everyday **turnersparses®** required for normal maintenance. We make a point to maintain stock well above minimums so that when shortages occur in the Rolls-Royce distribution system, ours is the last supply to be depleted. For convenience, more than 300 postwar mechanical assemblies may be serviced with pre-packaged **turnerkits®**. Ask for the schedule covering your chassis series free of charge.

Our **turnertreads®**, **turnerseals®** and **turnerfelts®** can also answer any need as they relate to postwar cars.

turnersparses®

Here today — on your car tomorrow!

Zenith and Stromberg carburetor rebuild kits for Silver Dawn and Silver Wraith at only \$60.00

Sikkens Urethane Acrylic refinishing system to recreate any Rolls-Royce color or any color under the sun.

The Honey-Balley Handling Package for Corniche, Silver Shadow and Silver Spirit

The Turbo alloy wheel package.



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Take a moment to phone Michelle at 201-225-5800 and request a complimentary get-acquainted copy of the current **turnersparses®** schedule outlining the postwar program. To make general spares inquiries or to discuss specific requirements, have model and chassis number handy and ask for Richard.

If you are looking for a refreshing change and wish to get on with specific orders without delay, try our toll-free order hotline 800-631-5474 (except in New Jersey) for same day U.P.S. Success will await you almost 95% of the time. Overnight delivery is available if time is short.

If ordering by mail, please add 5% to your order or a minimum of \$3.00 to cover shipping and insurance.

Written inquiries are also invited and carefully researched as necessary. Price and availability gladly quoted by return mail or phone as desired. Please do not forget to quote model and chassis number and direct correspondence to Richard Gola at Turner Spares, Ltd., Box 396, Edison, New Jersey 08818. Visa and Mastercard available on orders over \$250.

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BRUNCH AT THE HISTORIC THAYER HOTEL AND WEST POINT BUS TOUR

Sunday, August 21st proved to be one of the most beautiful days of the summer. The heat of the previous week was gone but the sun was out and a breeze was blowing. The drive up to the "Point" was beautiful. Joan and I took the Palisades and it was indeed a good route to follow. When we arrived at West Point we had some very special parking. Irv Kaufman decided that our PMC's should not be in the public lot and took some private spots right next to the hotel. This turned out to be the best parking in the area. The brunch was very enjoyable, there was more than enough to choose from and you could go back for as many helpings as you liked. There was also a never ending supply of Champagne.

The bus tour that followed was the highlight of the day. Our tour guide was the wife of an officer stationed at West Point (also a graduate of the point), this gave us a very personal look at one of our most historic landmarks. West Point has a very special place in the history of our United States and it was great to get back there for a visit. Thanks to Joel and Lea Schwadron for all of the hard work that went into a great meet.

Bob Gluckin



PHOTO BY: VICKY MERCIER

The long gray line was replaced by the long shiny line of PMC's at the Thayer Hotel.



PHOTO BY: NEIL SINGER

Our group around a section of the chain that was used to block the Hudson during the Civil War.



PHOTO BY: VICKY MERCIER

Just one of the famous monuments that can be seen at West Point.

NEWPORT MANSIONS



Sunrise and the Chinese Teahouse at Marble House.



Marble House, Bellevue Avenue



The southeast parlor at Hunter House.

July 16th Meeting

Where were you?

The Atlantic Regions July meeting was held at the beautiful estate of Sonia & Phil Wichard in "Bay Crest." Huntington L.I. The meet will go down in the regions records as one of our very best and also one of the largest ever held.

What was the attraction? Sonia & Phil's estate is beautiful and lends itself to the elegance one feels while driving their P.M.C.'s the immense lawn extending down to Long Island sound with tennis court swimming pool and sail boats gliding by was a beautiful setting for our picnic.

One o'clock was the time set for the opening of the Wichard's "World of Wheels" a display of 34 of the most beautiful assortment of cars that one has ever viewed. No, not the biggest collection but one of the finest- imagine an 8-12 & 16 cylinder cadillac dual cowl phaetons- a PI 4 door convertible a PII continental coupe & a PIII 4 door conv. just to name a few- all 100 point cars. If some day you want to paint your P.M.C., take a trip to see the Wichard collection what colors! The attendance was 168 people with the 62 P.M.C.'s and some 20 "Detroit Iron."

Our sincere thanks and appreciation to Sonia & Phil Wichard for their generous hospitality and the opportunity to view their fine collection.



PHOTO BY: DAVID M. KING

A most beautiful setting for the region and our PMC's.



PHOTO BY: DAVID M. KING

This is the home of one of the best collections anywhere.



PHOTO BY: RICH HALPRIN

Huntington Bay in the background provided a beautiful view while we enjoyed our lunches.

EVERYONE HAD A GREAT DAY!



PHOTOS BY IRV KAUFMAN

EDITORIAL COMMENTS

The year is winding down but region events are heading to their peak. The Polo Match should be a very special event, the Concours in October will be one of the outstanding events of the year and everyone knows that the Holiday party is the best attended event of the year and this one should be no exception. Plan on attending and join in on the fun.

There has been some controversy over the past few months on a national level regarding the trailering rules that apply to judging events. R.R.O.C. rules state that a car that is trailered to an event must be driven 100 miles before it can be placed on the show field. The idea behind the rule is that cars are meant to be driven and that it makes competition a little more even when considering cars that are driven as compared to show cars that are trailered to a meet. My personal opinion is that the rule is a good one. However, I do not think that it is necessary to drive 100 miles. In some instances the drive can be very pleasant and in other cases it can be a real problem, (in an urban area, for example). I think you could probably get a good test of the condition of the car if it was run until the engine was normalized and then a test driving course was completed. This would enable the judges to determine that the car was indeed road worthy without the problems of a long drive on a hot day on crowded roads. If you have an opinion on this subject please drop me a line and perhaps together we can come up with a solution that will satisfy everyone.

In this issue you will see the work of a new member in the region and a new member to the staff of the Atlantic Lady. Vicky Mercier has offered to contact new members and prepare a short article about the new member. This will give us an opportunity to get to know a little about some of our new members. I thought it would be great to expand the idea and have a similar article about an older member. This will enable some of the newer members to know a little about some of the older members and their PMC's. Our first selection was strictly by chance. I hope you like the idea.

Our club is one of the greatest in the hobby. I am always pleased to hear from a new member how good the club is. They really appreciate the warm welcome from our members and the quality of the events we have. Try and be active in the coming months and plan on attending as many events as you can. The club is only as good as you make it.

Bob Gluckin

TECH TALK

By Bill Fane, B.C. Region

Continuing the long standing, ancient tradition that I started in the last issue of the Newsletter, herewith the second in a series of helpful hints. Be the first on your block to collect the complete set (offer void where prohibited by law.)

1) If your proper motor car is fitted with centre-lock wheels, then the hub splines need to be greased. This applies to any car with wire wheels (which may be hidden behind wheel disc covers.) At least once a year, jack your car up and remove the wheels. Clean the splines, the threads, and the conical seating area at the base of the splines. Lightly smear all of these surfaces with a good grade of general-purpose grease, then re-install the wheels after taking the action outlined in note 2) below. Note the centre-lock hub should only be loosened or tightened while the car is jacked up, never while the wheels are carrying the weight of the car.

If this greasing operation is not performed at least once a year, you will discover to your intense chagrin late one rainy winter night that the wheel has jammed so tightly onto the hub that you will need a 10-ton hydraulic press to change your flat tire.

2) While you have the wheels off, check the spokes for tightness. With the wheel lying flat on the ground, tap each spoke in turn with the blade of a screwdriver. They should all emit the same clear, ringing tone, somewhere around middle "C". I can almost guarantee that none will be too tight (too high a note), but some will be too loose and emit a lower note. Any that produce a dull, rattly thud are dangerously loose, and must be tightened. If more than two or three need tightening it is recommended that you take it to a specialist in these matters to ensure that the wheels remain round and continue to run true. Several motorcycle repair shops around town still service wire wheels.

Loose spokes give a car soft mushy handling not unlike the feeling of a soft tire. Extreme cases can produce total loss of control and/or catastrophic collapse of the wheel, neither of which is considered to be in good taste in better circles.



November - December 1988

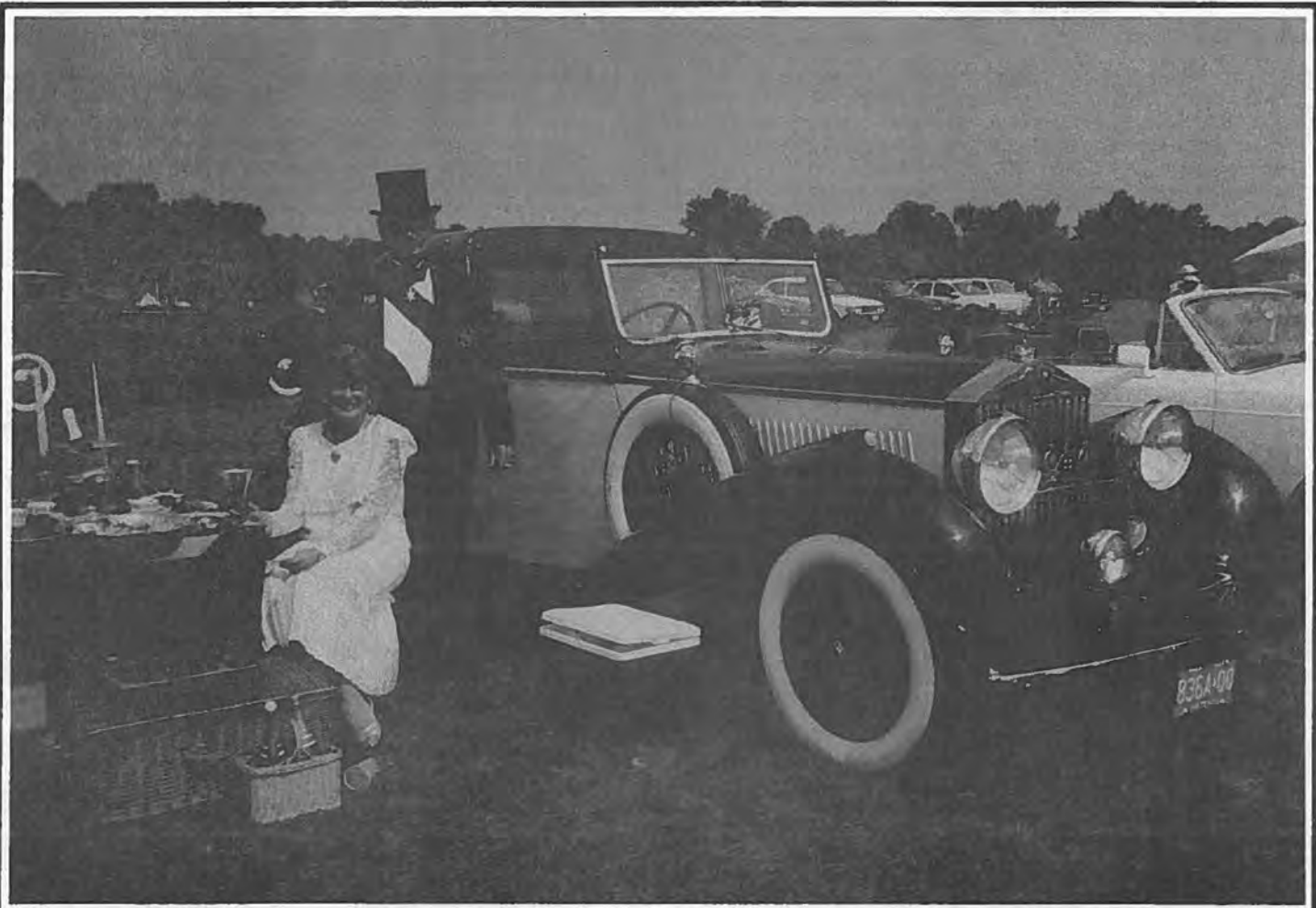


The Atlantic Lady

Bi-Monthly Publication of The
Rolls-Royce Owners Club, Atlantic Region



1988 POLO MATCH AND AUTO SHOW.. UNQUALIFIED SUCCESS!



Bill Brigiani and Mary Nelson were the only "double" winners at the meet. They took First Place for **THE BEST COSTUME** and Second Place for **BEST PICNIC**.

PHOTO BY: IRV KAUFMAN

DOWN THE ROAD

Atlantic Region RROC (Calendar subject to change)

December 3, 1988 <i>Holiday Party -</i> Glen Cove Elks Lodge Peter Shapiro	New York	July 15, 1989 <i>Picnic and Family FUN Day</i> West Redding, Connecticut Don and Dottie Kolb
January 21, 1989 <i>Welcome to 1989 Party and Winter Gathering</i> Grassy Hill Country Club, Orange, Connecticut Rich Halprin	Massachusetts	August 8 -13, 1989 <i>R.R.O.C. - National Meet</i> Newport, Rhode Island Steve Antine
February - NO MEET SCHEDULED	Connecticut	September, 1989 <i>Polo Match and Concours Weekend</i> Pluckemin, New Jersey Bob Gluckin
March 18, 1989 <i>Spring into action Rallye</i> Randolph, New Jersey Bob Gluckin	New Jersey	September 24 - 29, 1989 <i>Vintage Car Tour - National Meet</i> Pennsylvania Karl Zoller
April 8, 1989 <i>Technical Meet at Carriage House Motors</i> Greenwich, Connecticut Joe Star and Howard Steinberger	Long Island	October 20, 21, 22, 1989 <i>Annual Region Concours Weeknd</i> Short Hills, New Jersey
April 29 - 30, 1989 <i>Fling Into Spring Weekend at Guernsey's Resort</i> Montauk, New York Norman Weber		November 1989 <i>Board Meeting</i> <i>Technical Meet at R.R. Headquarters</i> Lyndhurst, New Jersey Joe Star
May 20 - 21, 1989 <i>Litchfield County Weekend Tour</i> Litchfield, Connecticut Rich and Rema Nazarian		December 2, 1989 <i>Annual Holiday Party</i> Connecticut MS Koly
June 18, 1989 <i>Picnic Outing Auto Meet</i> Frenchtown, New Jersey Sam Omstein		



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NATIONAL REPRESENTATIVE

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SPECIAL NOTES

1988 POLO MATCH AND AUTO SHOW

by Bob Gluckin

On Saturday September 10, 1988 the Eighth Annual Polo Match and Auto Show took place at the Burnt Mills Polo Club in Pluckemin, New Jersey. There were 56 cars on display from the New Jersey Region A.A.C.A., Atlantic Region - Rolls-Royce Owners Club, the Classic Car Club and the Bentley Drivers Club. The range of cars went from a 1901 U.S. Long Distance owned by Chuck Boyer to a 1984 Rolls-Royce Silver Spirit owned by Marvin Raff. Best of Show was won by a 1931 Duesenberg Model J owned by William Vaccaro.

A spectacular day brought out some beautiful picnic displays. Best picnic was won by Howard Wanderman. Bill Brigiani and Mary Nelson made the front page of the Morris County Daily Record, and won the prize for the best costume. They also took second prize for their picnic display.

The parade of cars at half time of the polo match was as spectacular as usual. A highlight of the day for me was when Ruth Cannon let me take the wheel of her beautiful 1903 Haynes Apperson Runabout. I cannot remember a better feeling behind the wheel of any car I have driven. Ruth was a close second to Chuck Boyer for the oldest car at the meet. The long distance award went to John Harwood who drove his beautiful 1936 Bentley 127 miles to the meet.

The award for "The Best Excuse for Missing the Meet" was won by Bill Nielson who was in England visiting the headquarters of the Bentley Drivers Club.

The Awards Banquet at the Old Mill Inn in Bernardsville was a huge success. Thirty-four people took part in the evenings festivities and a great time was had by all.

The Eighth Annual Polo Match and Auto Show was a great success by any standard. The day was beautiful, the cars were beautiful and the event was the most successful for the Somerset Mental Health Association. Watch for future announcements for next year and plan to attend the Ninth Annual Meet.

WINNERS R.R.O.C.

Marvin Raff	1984 Silver Spirit - First Place
Norman Weber	1954 Silver Dawn - Second Place
Steve Braddock	1925 20 H.P. - Third Place
Howard Wanderman	Best Picnic
Bill Nielson	Best Excuse
Rich Halprin	Best Excuse - Second Place
John Harwood	Longest Distance
Bill Brigiani and Mary Nelson	Best Period Costume and Best Picnic - Second Place

MEMBERS AT THE MEET

Stephen Agrista	1986 Corniche II, 68.4 miles
Steve Braddock	1925 20 H.P., 20 miles
Bill Brigiani	1936 25/30, 30 miles
W.G. Brown	1978 Shadow II, 51 miles
Don Close	1956 S I, 3 miles
Cliff Feder	1976 Shadow, 60 miles
Doug Freuler	1976 Corniche Coupe, 10 miles
Bob Gluckin	1934 Bentley, 23 miles
Rich Halprin	
John Harwood	1936 Bentley, 127 miles
Jack Horowitz	1966 Cloud III DHC, 75 miles
Irv Kaufman	1957 Cloud I, 71 miles
Bill Kopcho	1976 Shadow, 62 miles
Bruce Lane	1935 Phantom II, 10 miles
Eric Manheimer	1976 Silver Wraith, 69 miles
Charles Morrongiello - back seat driver	
Dennis Nash	1951 Bentley, 50 miles
Dennis Newnham	Detroit Iron
Bill Nielson	
Joe Papandrea	1964 Cloud III, 100 miles
Marvin Raff	1984 Spirit, 18 miles
Peter Regna	German Scrap Metal
Barry Randell	1978 Shadow II, 50 miles
Bob Samuels Jr.	1954 Rolls-Royce, 68 miles
Dan Schiavo	1984 Corniche (Wanderman), 18 miles
Manny Sicari	1965 Cloud III (Wanderman), 56 miles
Mark Wallach	Detroit Iron
Norm Weber	1954 Silver Dawn, 30 miles
Alan Wishengrad	1957 S I, 30 miles
Howard Wanderman	1936 25/30, 55 miles
Eric Younger	1961 Cloud II
	1979 Shadow II, 8 miles



Tailgate picnics and good cheer were the highlight of a beautiful day for all who attended. PHOTO BY IRV KAUFMAN



Rolls-Royce and Bentley outnumbered all others on the field. PHOTO BY IRV KAUFMAN



Dan Schiavo accepts "First Place" for THE BEST PICNIC from Bob Gluckin as Howard (Mr. Hospitality) Wanderman looks on. PHOTO BY: DANA SCHIAVO

SPECIAL NOTES CONTINUED



Everyone had a wonderful time at the Awards Banquet at the Old Mill Inn in Bernardsville, N.J.

PHOTOS BY: IRV KAUFMAN

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MEMBERSHIPS IN THE REGION

by Vicky Mercier

NEW MEMBER

WHAT'S IN A LICENSE PLATE ? ? ? ?

RTK - L is the license plate of Robert T. Kessler of Greenwich, Ct. and the "L" is the Roman Numeral for 50. A Rolls-Royce is something that Robert always wanted, so for his fiftieth birthday, which was in February of 1988, "he took the plunge" purchasing a 1965 Silver Cloud III.

Robert was born in Brooklyn and when he was two years old his family moved to Mt. Vernon, New York where he grew up. While he was in high school, he met Susan in a bakery. Susan attended a different high school in Mt. Vernon and after graduation from college, she and Robert were married in 1959. They moved to Scarsdale, New York, where they lived until eight years ago when they moved to Greenwich, Ct.

They have two children, Jeffery, age 27 (who was just married in August of this year), and Linda, age 25, also married.

Susan is on the Greenwich Health Association and she owns her own stationery business. Her services include invitations, personal stationery, party accessories, and party consultant.

Robert enjoys birdshooting and boating when he is not working on his SC III. He is in the process of restoring her, having all the mechanical work done. He plans to repaint the car to its original color this winter.



From any angle a beautiful Silver Cloud III is a great treat to see. Hopefully our new member will bring it out for all of us to view.

PHOTO BY:R.T. KEISER

OLD MEMBER

34 YEAR MEMBER

How did John Parker of South Weymouth, Massachusetts and Amy Morgan of Stonington, Connecticut meet? Well, John's father traveled alot for Travelers Insurance and he finally settled his family near the home office in West Hartford. It seems as though Amy had this girl friend who wanted to date John. Amy's girl friend arranged a blind date, double date for herself with John and Amy with a young man named Frank. Before the evening was over, John had different ideas as to who should be with whom, so he dropped the other young people off first and it has been he and Amy ever since.

John and Amy settled in Hartford for the first nine months of married life. When there was a shooting across the street from where they lived, they felt it was time to move. John and Amy moved to Canton, Ct. where they lived for the past 27 years.

Amy knew what she was getting into when she married John, because John was already a member of the Rolls-Royce Owner's Club. He owned a 1927 Phantom I Parker Tourer which he had purchased from C.D.Batchleor, a New York Daily News cartoonist. When he bought Liza, John restored the engine and chassis, and he rebuilt the body. John has always loved old cars. One of his favorite pictures of himself is one when he was 4 years old and he is standing by his grandfather's Packard. When John was old enough to have a driver's license, he drove old cars, and he did this right through college. In 1970, John bought his second Rolls-Royce, a Silver Ghost Tourer from John Goodman and once again he restored the engine and chassis and rebuilt the body.

John's favorite car is the Ghost while Amy's favorite car is Liza. Both cars have been used in numerous weddings and both cars have won Best Personal Restoration Award as well as many other awards.



John and Amy Parker with their own personal favorites, Amy and John respectively.
PHOTO BY:BOB GLUCKIN



WESTCHESTER

Friday, October 14, 1988

Our Westchester Country Club weekend in Rye, N.Y. began officially in the hospitality room at 4P.M. Twelve first night RROC couples left their cars within hailing distance of the club's Security office and gathered for liquid hospitality and conversation. Dinner that night was in the club's wood paneled Grill Room. The cozy consensus at our eight tables was that the food was up to PMC standards



Preparations for judging were as usual, loads of help from friends and incredible attention to detail. Ted Mintz did his usual polishing job on his beautiful Bentley.

PHOTO BY: IRV KAUFMAN



Norton Rosenberg and Ed Adolph team up to judge one of the gleaming specimens at the Concours.

PHOTO BY: IRV KAUFMAN

Saturday, October 15, 1988

Good crisp weather was noted by early birds on the judging field as they surveyed the competition. With our Saturday arrivals, we had more than 30 PMC's on hand for judging. Chief Judge Sam Ornstein, ably assisted by his judging teams, labored judiciously, and as the weather turned warm, tempers stayed cool. (When the judging ended at 4:30, no one was kicking any one else's tires.) I couldn't help think how right our PMC's looked against the elegant twentyish facade of the club. Quality building, quality cars.

RROC ladies not on the field or investigating sales in the Pro Shop were experimenting with new looks at a demonstration of makeup techniques sponsored by Mary Kay Cosmetics. A little dab of this and that, and we were the judges of our own results. No second places here, and some very gala faces at dinner.

At 6 o'clock, we descended on the hors d'ouvres table in the pillared, rose-ceilinged lobby. The right end of the table, with raw vegetables, was for virtuous dieters; the left, for those who would start dieting Monday. Hot spinach in phyllo dough and keilbasa en crouete were international and hard to resist. Dinner at seven, in a room reminiscent of Scott Fitzgerald's glory days of country clubs: crystal chandeliers, french doors opening onto the terrace—all that lovely wasted space in this cost conscious world. The pre-dinner entertainment provided by Mr. Mobile Music was kept low and seemly until Norton Rosenberg requested, "Something lively, please." (Or did he say "please?") Mr. Music smiled enigmatically; he'd show this bunch after the announcement of the winning cars and presentation of the trophies.

Before dinner, there was a drawing for door prizes; two Rolls Royce logo watches. Irv Kligfield won the man's model Mona Koly, the ladies'.

Chief Judge Sam Ornstein, this time assisted by daughter Jessica, found the perfect psychological moment to announce winners' chassis numbers, just as we were finishing warm apple strudel with vanilla sauce.

After dinner, those determined to dance off dessert got up to show their stuff. Mr. Music went disco, frug, twist, free-style and maybe mashed potato. Charley and Lydia Morongello, who'd gotten up from their sick bed to come, now "got down" on the dance floor. Charley—"I'll get pneumonia tomorrow, but tonight's tonight"—lasted until the music ended at 11:00, when he and some remarkably supple other dancers, including new members Dick and Lucy Thomas, finally relinquished the floor. Attendance at out with members and their guests, was a total of seventy.

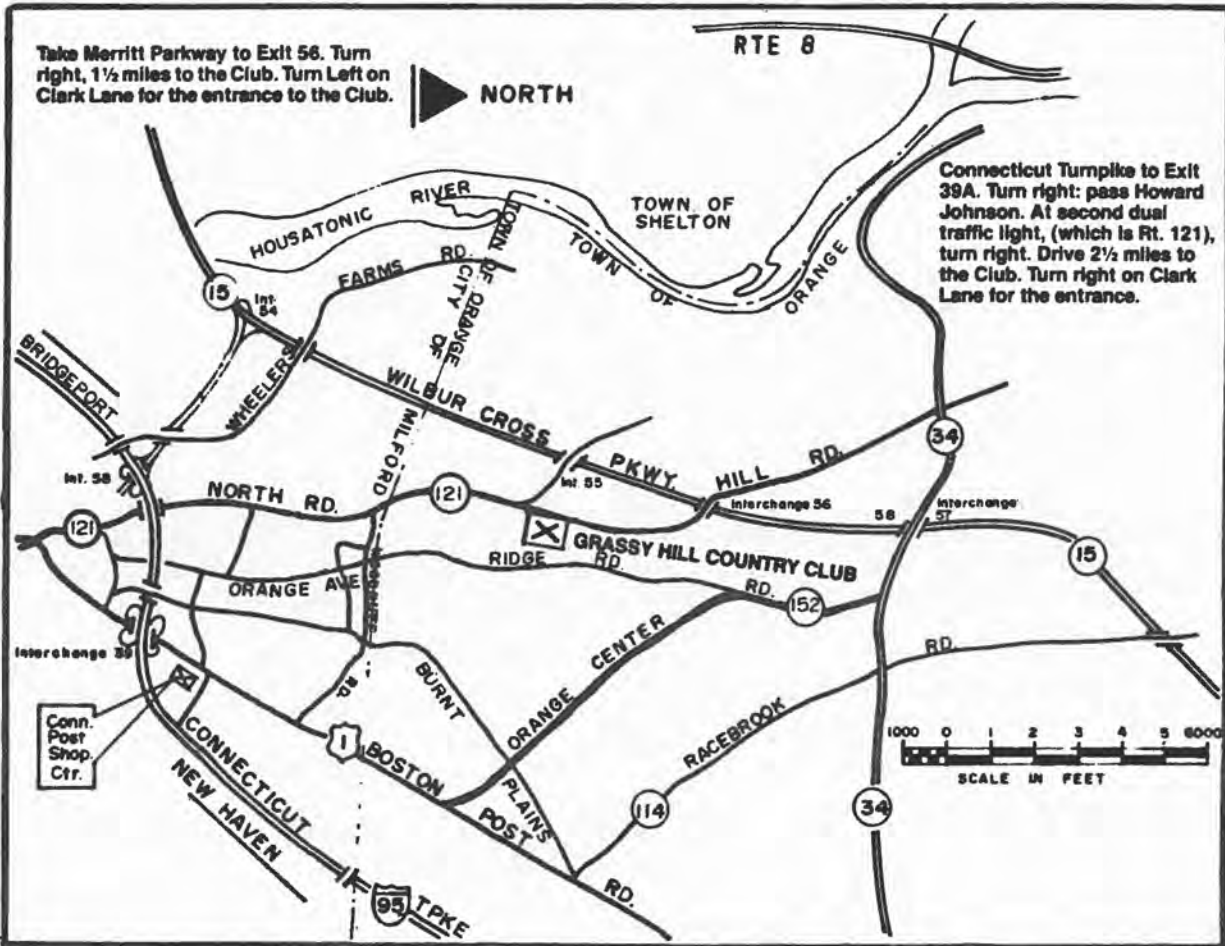


Take Merritt Parkway to Exit 56. Turn right, 1½ miles to the Club. Turn Left on Clark Lane for the entrance to the Club.



RTE 8

Connecticut Turnpike to Exit 39A. Turn right: pass Howard Johnson. At second dual traffic light, (which is Rt. 121), turn right. Drive 2½ miles to the Club. Turn right on Clark Lane for the entrance.



THE ROLLS-ROYCE



OWNERS' CLUB, INC.

ATLANTIC REGION
JANUARY MEETING

With the New Year, around the corner, let's start it off right and plan to get together at our January Luncheon with the 'Snow Birds' who have braved the winter cold and decided to stay up North.

Since the January Meet was such a success last year, we plan on having it again at the Grassy Hill Country Club. Festivities begin with cocktails at noon, followed by the Grassy Hill Elite Buffet Luncheon at 1 P.M.

Date: Saturday, January 21, 1989

Place: Grassy Hill Country Club
Grassy Hill Road
Orange, Ct. (203-795-3100)

Time: Cocktails 12 to 1 (Cash Bar)
Buffet Luncheon 1 P.M.

Host: Rich Halprin

Plans are in the tentative stage including the possibility of a guest speaker who has excellent credentials and should prove to be very interesting.

Directions from New York or North of Orange to Orange,

Take Merritt Parkway to Exit No. 56. Turn right, one mile to the club. Turn left on Clark Lane to the Club entrance.

OR

Connecticut Turnpike to Exit 39A. Turn right: pass Howard Johnson. At second traffic light (route 121) turn right. Drive 2½ miles to the club. Turn right on Clark Lane to the Club entrance.

THERE WILL BE THREE DOOR PRIZES DRAWN FOR ATTENDING GUESTS
Kindly respond by the 21st of December
Send in the coupon below

Rich: We will be happy to attend the January Meet. Please reserve _____ places at \$16.00 each for a total of \$_____.

Name _____

Phone No. _____

Please send payment in full to Rich Halprin
84 Randall Drive
North Haven, Ct. 06473

Make check payable to 'Rich Halprin - Atlantic Region R.R.O.C.'

WEEKEND DIARY

by Phyllis Nevins

Sunday, Oct. 16, 1988

For those who stayed overnight, the annual Atlantic Region RROC business meeting began at a civilized 11 A.M. It was chaired by our president, Irv Kaufman, seconded by our active Activities Chairman, Norm Weber, and club secretary Richard Halpern. Past and present business was discussed, a treasurer's report given by Norton A. Rosenberg, and the Chairman took questions and suggestions from the floor. Norm Weber presented a complete program of Atlantic Region RROC events for 1989, something for every month except snowbound February. Ted Mintz commented that we should make our wonderful new members welcome by breaking up our usual dinner seating patterns and getting to know them. Or, as he put it, "If I catch you sitting with the same people all the time, you won't eat."

Our Chairman and officers carefully covered all current business and the meeting ended at 1:00 P.M. It had been critiqued by a trapped (or enthralled) bird who flew from one pillar to another but gave no tangible opinion, luckily.

And so home from a most pleasant weekend with friends and PMC's. Don't forget the Holiday party on December 3rd.



A beautiful field of PMC's at the Westchester Country Club.
PHOTO BY: IRV KAUFMAN



ATLANTIC REGION CONCOURSE 1988 WINNERS

by Sam Ornstein, Chief Judge

PREWAR

Chief Judges Award -

Ed Adolph • 1938 4 1/4L Bentley, B125LE
Ramsier Cabriolet

First Place -

Ted Mintz • 1939 4 1/4L Bentley, B163M
Park Ward Drophead

Reserve in Class -

Z. deGaster • 1933 3 1/2L Bentley, B133LE
Park Ward Drophead

EARLY POSTWAR

First Place -

Ed Eaton • 1953 R-Type Bentley Continental,
HJM Fastback, BC 2 LB

Second Place -

Marvin Lewin • 1947 Silver Wraith SWB,
Touring Limo, WVA80

SILVER CLOUD/BENTLEY S

Best of Show -

Piek Larsen • 1957 SCI,
Standard Steel Saloon, SDD 176

First Place -

Harry Benedict • 1963 SCIII,
Radford Conversion, LSCX 451

Second Place -

H. Wanderman • 1965 SCIII,
Standard Steel Saloon, LSKP 215

SILVER SHADOW/SPIRIT

First Place -

Norton Rosenberg • 1986 Silver Spur, SAG 15561

Second Place -

Stuart Bloom • 1983 Silver Spur, NAD 6578



NOTES FROM NORTON

Treasures's Report

Annual Meeting
October 16, 1988
(cash basis)

FUND BALANCE
October 1987 \$5,888.00

Receipts:	Dues	\$3,730.00
	Advertising	565.00
	Functions	550.00
	Interest	251.00
	Merchandise Sales	600.00
	RROC National	<u>102.00</u>
	Total Receipts	5,798.00
	Funds Available	\$11,686.00
Disbursements:	Newsletters	\$4,274.00
	Function Expense	783.00
	Postage	268.00
	Office Expense	35.00
	Printing	640.00
	Deposits	200.00
	Merchandise & Badges	103.00
	Miscellaneous	<u>124.00</u>
	Total Disbursements	\$6,427.00
	FUND BALANCE - October 1988	\$5,259.00
	Reconciliation of Fund Balance	
	Cash in Bank - Anchor Savings	\$4,819.00
	Funds not transferred	<u>440.00</u>
		\$5,259.00

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Chairman's Message

What a Quandary!

Chief Judge, Sam Omstein, assigned Fred Haug, Vic Nevins and me as a team to judge the Shadows and Current Series Cars.

Like it says in the Manual, we first walked the row of some ten cars for a casual inspection. Agonizing reality hit us! They were all first prize winners! How do we start without nitpicking? We were almost forced to find a secret spot that the owner forgot to clean! Seriously, it was a tough pleasant task to find the winners at this year's Concourse.

Phyllis and Vic Nevins did a terrific job setting up the weekend. The Westchester Country Club location was ideal for our activities. The ladies were properly entertained with some beauty "stuff" while we were judging. And at the formal dinner dance, Lydia Morrongiello, Bobbi Feder and Jeanette Lewin really should be awarded something for their interpretation of modern dancing. And did you eye Sue Harwood or Connie Adolph???

And while thanking, I must commend Joan and Bob Gluckin for the Tailgate picnic/Polo Match. This was a three club combined event that resulted in a mix of Chevrolets, Bentleys, Fords, Deussenberg(singular) and Rolls-Royce. The weather was perfect. Between chukkers (ahem), our parade around the field was greeted with loads of applause. I understand that the Somerset Mental Health Association, which sponsored the event, did raise a substantial sum, partially due to our attendance.

Please note that according to our National newsletter calendar, there are two 1989 events that are specially appealing to us. From August 8 to August 13, the Yankee Region is hosting the National '89 meet at Newport, R.I. Chairman, Steve Antine promises to out-do all with a clambake, historic tours, children's programs, tech sessions and judging. The distance to R.I. is reasonable, and we are all qualified to bring our cars.

From September 24 to September 29, Betty and Karl Zoller are chairing the 1989 Vintage Tour in Pennsylvania. Distance here is also reasonable, but only our prewar cars qualify. However, you may register as a rider; this can be fun, being in a different car each day—a good way to get to know your fellow members. Dot and I are planning to attend both National events.

An apology is in order. In submitting the list of Atlantic Region member attendees at the Cincinnati National meet, I failed to include Mark Wallach. I don't know how I missed, since Mark even ran a tech session on woodwork. Sorry Mark, it was unintentional.

Our next Region events are the Holiday Party in December chaired by Peter Shapiro, and the January Luncheon chaired by Rich Halprin. See the "Down the Road" calendar by Norm Weber, our activities chairman, in this issue for details. See you there!

Irv Kaufman, Chairman



HOWARD WANDERMAN AND HIS FIANCE' DANA "POLISHING UP" THE REGION "BRASS" AT THE BANQUET (NOTICE THE BLACK TIE) AT THE WESTCHESTER COUNTRY CLUB.

PHOTO BY ANN WEBER

EDITORIAL COMMENTS

Hershey 1988 is history, our Annual Meeting and Concours Week-end is history and many things have come to be. Our slate of officers was elected to serve for 1989 and the year looks like it is going to be one of the best in the history of the Atlantic Region. The activity of **NEW members** is on the increase, due to the very hard work of Irv Kaufman, Ted Mintz, Norm Weber and all of our meet chairpersons.

This brings up a very interesting point...*"where are all of our OLD members?"* With the new year starting, how about making a commitment to come to ONE meet this year!

The calendar for the 1989 activities is in this issue and there is ample time to make your plans. You might find you have been missing some great times and seeing some great people and some great PMC's.

There is a unique opportunity taking place this year. Two National Meets are very close to our region. We should plan on giving our support to these events. If you have not been to a Vintage Car Tour or National Meet you have missed one of the outstanding parts of our hobby. The events provide an opportunity to meet people from all corners of the U.S. and many foreign countries. Some very interesting people and PMC's will be on hand for you to meet and view. Plan on taking part in these events and I know you will not be disappointed.

I hope you like the new format for the Atlantic Lady. Please feel free to comment or contribute in any way you can. Remember, you do not have to be a professional writer to get an article into print. If you have a good photo of your PMC it's worth 1000 words, so there is really not much more to do. The people that have contributed in the past have survived and you will too! The last issue and coming issues are being done with the help of our new *Assistant Editor, Dennis Newham*. I think with his help and with your contributions we will move toward the goal of a prize winning publication.

Many thanks to all of our officers from 1988 that have retired and best wishes to our new slate for 1989. I hope to see you all at our upcoming vents.

*Best wishes
for a very special holiday season
and for a very good and
active new year!*

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TECH TALK

by Joe Star

INSTRUCTIONS FOR CONNECTING THE LUCAS DR-3 WINDSCREEN WIPER TO THE RR CLOUD OR BENTLEY S SERIES

CAUTION - Do not attempt to make these connections by trial and error. Chances are greatly in favor of burning out some of the Wiper Motor windings.

**Note that none of the colors on the moto
match up with those on the loom.**

HISTORY - some cars were originally equipped with DR-1 motors and most of these were changed to the DR-3 type. At that time a new pink colored feed cable was brought from terminal 2 of the distribution box "Wiper and Fuel Door" and connected to the green wire on the new motor. Remaining connections were made per the chart below. In recent years other color codings were adopted for the DR-3 and these are listed as alternatives.

FADED, DIRTY, AND UNRECOGNIZABLE COLORS:

this is a problem in many installations, and unfortunately will lead to some time-consuming work. If you have not been able to tag the wires with their proper colors before removing the old wiper unit it becomes necessary to trace each one to the switch on the dashboard.

Disconnect the battery. Remove two knobs and the wood facing. Remove the switch cover shroud and unfasten the wiper switch. Draw it into the cockpit on its loom-covered cable.

Now find the identity of each wire by unscrewing it from the switch and checking for continuity with a test set to one of the wires on the wiper side of the firewall. Tag the wire on the wiper side of the firewall with the number engraved on the side of the switch shell, and replace it on the switch before removing and tracing the next one.

It is only necessary to do this with wires numbered 1 through 5. Number 6 is ground (black). Number 7 is connected to the micro-switch for the washer motor and comes separately out of the loom on the firewall side (light brown or red).

Reconnect the battery, hope for the best, and test the wiper. It may be necessary to adjust the "park" position of the wipers by turning the small knurled thumb nut on the side of the wiper motor. Alternately make the adjustment and turn the wiper switch on and off until the wipers park in a suitable position.

CONNECTION CHART FOR DR-3 WIPERS

CABLE ON MOTOR NO.	CABLE IN LOOM	DASH SWITCH
Brown or Brown & Green	Green & White	1
White or White & Green	Red & White	2
Orange or Yellow & Green	Purple	3
Red or Red & Green	White	4
Blue or Blue & Green	Dark Brown & condenser	5
	Black (ground)	6

Washer motor is light brown or red coming separately from the loom. It comes from No. 7 through the micro-switch which is mounted on the rear of the wiper switch

Green

New feed: Pink to terminal
2 of the fuse box.

CLASSIFIED

CARS FOR SALE

1956 Bentley SI Continental, Park Ward Coupe, two tone green, 56,000 miles, a very complete car. BC24AF. **\$30,000.00**

1973 RR Silver Shadow Saloon, maroon exterior fawn leather, mint condition over all, SRX 14314. **\$42,000.00**

Mrs. M. Zanger, 40 Woodbine Lane, Holyoke, Mass. 01040 (413-533-8475)

1951 Bentley Mark VI, Park Ward Drophead Coupe, rare car in good condition, engine rebuilt 7 years ago, few miles since, B79LKL. **\$41,000.00**

1964 Bentley SIII, Standard Steel Saloon, very good condition, B100GL **\$29,000.00**
Mrs. Sylvia Gallagher, 67 Willow Street, Brooklyn Heights, N.Y. 11201 (718-625-7437)

1969 RR Silver Shadow Saloon, Silver/Black with blue leather, good condition, recent service, 127,000 miles, manual, tools, SRH 5157 **\$18,000.00**
OPEN TO OFFERS.
Tom Floriano, 58 South Street, Washingtonville, N.Y. 10992 (914-496-3929)

1953 Bentley R Type, 4 Door Saloon, black with brown leather, immaculate condition, low miles, no rust, burlled walnut trim, *REAL ESTATE TRADE,* **\$19,000.00**
Wayne McCann, 9 Pearl Street, Glen Cove, N.Y. 11542 (516-671-2729)

1967 Bentley T, 4 door Saloon, Pristine condition, new brakes, bottom of engine done, 103,000 miles, **\$29,000.00**
ACCEPTING OFFERS
Bob Fuller, (201-996-6834)

1979 Silver Shadow II, 4 door saloon, chestnut/honey, saddle leather trimmed in brown, "A" title, very good mechanical and overall condition, Eric Younger **\$35,000.00**
(201-234-0854)

1977 RR Silver Shadow, 30,000 miles, absolutely mint, original tires and tools, spare never used, never been in the rain, in show condition, originally owned by Frank Sinatra **\$40,000.00**
Sonny Abagnale (201-757-7063, days)
(201-890-0092, eve.)

PARTS FOR SALE

One pair of Lucas headlights complete and beautiful, type - QBD 167S, no dents very good chrome, 1930's vintage **\$400.00 (OFFERS?)**
Bob Gluckin, 6 Starling Road, Randolph, N.J. 07869 (201-366-3591)

PMC's WANTED

Silver Cloud I, Silver Cloud III, Bentley SI or Bentley SIII, Good running condition, LHD preferred, Allen and Ann Smith RD 1, Box 281C Duanesburg, N.Y. 12056 (518-356-3219)

Bentley SI or Early Silver Shadow, David Ratner 67 Woodside Drive, Long Meadow, Mass. 01106 (413-496-6893)

Silver Cloud I or Silver Cloud III, High point car, good driver, LHD ONLY, Alan M. Barry 32 Clapboard Ridge Road, Danbury, Ct. 06811 (203-748-7979)



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Fact or Fiction?

A Parts Update from Turner Spares, Ltd.

The Postwar Spares Specialists

"NLA" — "Obsolete" — "They don't make them any longer." — "The factory hasn't got any."

Not exactly what you'd like to hear at that critical moment. Sounds like a job for **turnersparses®**. The real truth is that virtually every part (with the exception of some coachbuilt body panels) of every postwar Rolls Royce or Bentley can still be obtained, new or Factory rebuilt. Most are here on our shelves in New Jersey.

In today's world of changing economics, other sources may no longer stock and may be unwilling to remanufacture many critical components. This wavering commitment to maintenance of adequate spare parts for the restoration of postwar Rolls-Royce and Bentley cars makes our task more difficult, but far from impossible.

Turner Spares, Ltd. has geared up to fill the void, gathering stock of the many critical parts which unfortunately may no longer be obtained elsewhere.

The following lists, by no means exhaustive, offer random selections of parts stocked by Turner Spares, Ltd. which perish and must many times be replaced in successful restorations. They are just a few examples which highlight the fact that Turner Spares, Ltd. has simply the best stock of postwar Rolls-Royce parts in America—and possibly the world.

SILVER DAWN

Tail lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Side lamp
Sill molding
Sill molding insert
Grill shell
Boot lid (long boot)
Traficators
Heater matrix
Generator
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack

R-TYPE

Tail lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Driving lamp reflector
Side lamp
Sill molding
Sill molding insert
Grill shell
Boot lid
Traficators
Heater matrix
Generator
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack
Grill assembly (Continental)

BENTLEY S

Head lamp reflector
(bulb type)
Side lamp (1,2)
Clock
Temperature transmitter (1)
Temperature gauge
Steering box (LHD)
Washer bottle jar
Lucas mirror
Starter motor (1)
Distributor cap (2)
A/C components
Jack (Coachbuilt)
Brake reservoir assembly
Front bumper
Front license bracket
Oil pressure gauge
Tail lamp lenses (1,2)
Heater tap (1)
Demister tap (1)
Grill Assembly (Continental)

MARK VI

Tail lamp assembly
Reverse lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Fog lamp
Driving lamp reflector
Side lamp
Sill molding
Sill molding insert
Traficators
Heater matrix
Generator
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Road wheel
Chrome center plate,
wheel disc
Jack

SILVER CLOUD

Front bumper
Head lamp reflector
(bulb type)
Side lamp (1,2)
Clock
Temperature transmitter
Temperature gauge
Steering box (LHD)
Washer bottle jar
Lucas mirror
Distributor cap (2)
Starter motor (1)
A/C components
Jack (Coachbuilt)
Brake reservoir assembly
Front license bracket
Oil pressure gauge
Tail lamp lenses (1,2)
Heater tap (1)
Demister tap (1)

SILVER WRAITH

Tail lamp assembly
Reverse lamp assembly
Rear bumper
Front bumper
Head lamp reflector
Side lamp
Traficators
Heater matrix
Generator
Differential (LWB)
Standard gearbox
Washer bottle jar
Lucas mirror
Bonnet handle
Starter motor
Chrome center plate,
wheel disc
Jack
Grill assembly

Besides the impossible, Turner Spares, Ltd. stocks all the everyday **turnersparses®** required for normal maintenance. We make a point to maintain stock well above minimums so that when shortages occur in the Rolls-Royce distribution system, ours is the last supply to be depleted. For convenience, more than 300 postwar mechanical assemblies may be serviced with pre-packaged **turnerkits®**. Ask for the schedule covering your chassis series free of charge.

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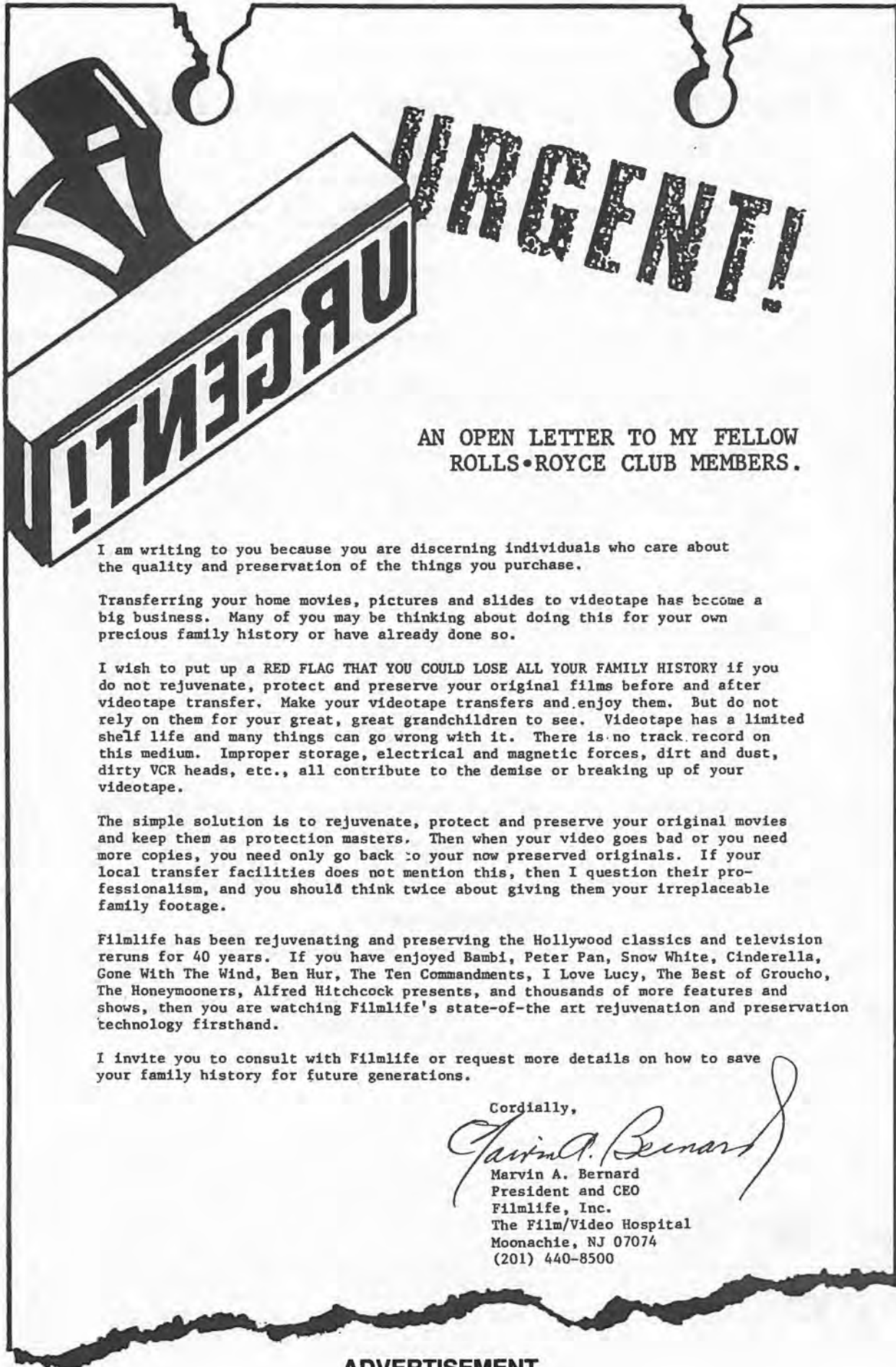
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Written inquiries are also invited and carefully researched as necessary. Price and availability gladly quoted by return mail or phone as desired. Please do not forget to quote model and chassis number and direct correspondence to Richard Gola at Turner Spares, Ltd., Box 396, Edison, New Jersey 08818. Visa and Mastercard available on orders over \$250.

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AN OPEN LETTER TO MY FELLOW
ROLLS•ROYCE CLUB MEMBERS.

I am writing to you because you are discerning individuals who care about the quality and preservation of the things you purchase.

Transferring your home movies, pictures and slides to videotape has become a big business. Many of you may be thinking about doing this for your own precious family history or have already done so.

I wish to put up a RED FLAG THAT YOU COULD LOSE ALL YOUR FAMILY HISTORY if you do not rejuvenate, protect and preserve your original films before and after videotape transfer. Make your videotape transfers and enjoy them. But do not rely on them for your great, great grandchildren to see. Videotape has a limited shelf life and many things can go wrong with it. There is no track record on this medium. Improper storage, electrical and magnetic forces, dirt and dust, dirty VCR heads, etc., all contribute to the demise or breaking up of your videotape.

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Cordially,

Marvin A. Bernard
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