



MARCH-APRIL

1986

The Atlantic Lady

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



Twelve of these rare "Centenary Edition" cars, priced at \$125,000, will be sold in the United States. Each dealer will be allocated one car.

100,000 MOTORCARS LATER STILL THE BEST CARS IN THE WORLD

BY J.-C. SUARES

Thomas Love, Jr.'s yellow 1904 10 hp, the oldest surviving Rolls-Royce motorcar, pattered up Pym's Lane, past the Ashbank Hotel and through the iron gate of the Rolls-Royce factory, in Crewe, England, one rainy Monday morning last June. It leaked gas, water, and oil but pattered just the same. It was followed by a dozen of the most fabulous machines imaginable; they help to make up the fleet of

the Twenty-Ghost Club, a prestigious organization composed mostly of jolly men in ruffled tweeds and woolen scarves whose common interest is very old Rolls-Royce motorcars. (Let's get it right from the start: Rolls-Royce is an adjective, not a noun. You should never say, "I have several Rolls-Royces.")

The club members had been invited to tour the factory, eat a sumptuous buffet lunch, and view the "Silver Spur Centenaries." Despite the name, which suggests a hundredth anniversary, twenty-five "Centenaries" have been made to commemorate the first 100,000 cars made by the company since it was formed. Every one of the twenty-five is royal blue and bears a special plaque with a number signifying its inclusion among the historic few. Each comes equipped with not only the usual luxuries, like white gloves for changing tires, but also some special bonuses: solid-silver inlay in their walnut veneer, four crystal nip glasses and two silver-plated flasks in the bar, and a silver S. T. Dupont pen in the presentation case. The price tag of \$125,000 is \$15,000 more than that of the ordinary Silver Spur model. As if in contrast, the old cars slid by the guardhouse one by one in a magnificent display of large head lamps, wooden-spoke wheels, and brass horns, to take their places around the courtyard like a coterie of bewigged

(continued on pg. 2)

DOWN THE ROAD ATLANTIC REGION RROC

Calendar (subject to change)



March 8, Sat.	Edgar Eaton, Scavenger-Rallye	N.J.
April 12, Sat.	Dick Podolof, Technical School	Conn.
May 17, Sat.	Joe Star-John Ascera, Driving Tests (Calendar change)	L.I.
June 14-15,	Amy and John Parker, Meet with Yankee Region	Conn.
July 13, Sun.	Irv Kaufman, Lunch with guest speaker Victor Ossipov	N.J.
Aug. 17, Sun.	Dot and Don Kolb, Playtime	Conn.
Sept. 21-26	Ted Mintz, National Vintage Tour	Mass.
Oct. 25, 26	John Harwood-Chas. Marrongielo, Annual Meet & Concourse	L.I.
November	Board Meeting	
Dec. 6, Sat.	Xmas-Chanuka Party	N.Y. or N.J.

CHAIRMAN'S MESSAGE

Atlantic Region's 21st year is now underway. Our first event has already been held and we now are eagerly anticipating the second. A look at the activities calendar contained elsewhere in this newsletter provides an exciting over-view of things to come during the remainder of the year. All indications are that our 21st year will be as successful if not more so than our 20th anniversary year.

Participation remains the key to success, however. Without active member participation, no program, regardless of excellent preparation and execution, can be successful. As a direct corollary, individual members will derive or no benefit from activities in which they do not actively participate. I urge each member individually to participate to the greatest extent he or she can and thereby enjoy to the fullest the many benefits that Atlantic Region offers.

Communications also play a major role in any activity. Atlantic Region's main communication channel has always been and in the foreseeable future will continue to be our newsletter. We have been fortunate in the past to have had a tradition of producing excellent newsletters under the aegis of competent editors. This tradition promises to continue as we welcome our new editor, Bob Gluckin, to this most vital post.

An editor can be effective, however, only if he has the contributions, efforts and support of our members. Long term logic associated with data processing claims "garbage in, garbage out." An extension of this logic says, "zero in, zero out." Both adages apply to our newsletter and any editor. Poor, or no input material to our editor assures a poor or nonexistant newsletter. Let us each take advantage now of this opportunity to assist in continuing our tradition of fine newsletters by providing our new editor with all the necessary ingredients.

Participate, communicate and enjoy! I hope to see each of you at our next meet.



Bob Gluckin, Editor
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OFFICERS FOR 1986

Edward McLaren, Chairman
Emily Walker, Treasurer
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John Harwood, Judging Chairman
Irving Kaufman, Events Chairman

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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.

(continued from cover)

members of the House of Lords about to discuss the fate of the empire.

No matter which direction the Twenty-Ghost owners had come from, they encountered the same sign as they crossed the county line. It proclaimed, "The Borough of Crewe & Nantwich, Home of the Best Car in the World." And their hearts had beat a little faster as they drove their machines past lush, dark green pastures and gray, Dickensian houses toward the place where Rolls-Royce motorcars are made. For them the visit was nothing less than a pilgrimage.

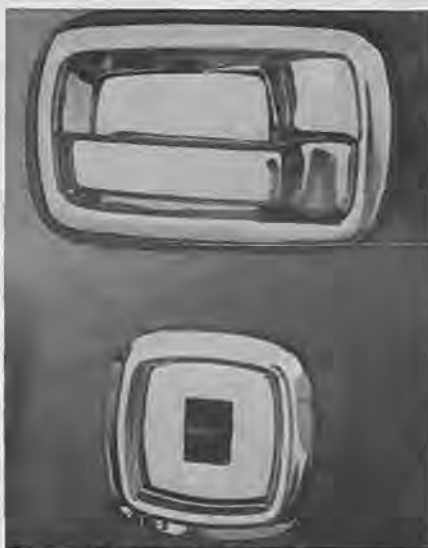
"Rolls-Royce is our religion, and Crewe is our Mecca," said Philip J. Taylor, the vice-president of the club, when he addressed the group after lunch. He is a large, smiling man from Birmingham who never goes anywhere without his Emma, a cream-color 1926 Hooper-bodied 10 hp. He had been to Crewe before but had not seen the latest model of Rolls-Royce motorcar.

The newest cars are wider and lower than earlier models. The windshield is sharply raked, and there is 30 percent more glass. The car has been streamlined, any vestiges of the grand past obliterated. Gone are the fins, the protruding bumpers, anything that gives a car more personality than a lima bean.

One gets the feeling that the parade's gone by," said Elliott Cooper, one of the guests from New York, who loves every one of his thirty-seven vintage cars. After lunch he looked out of the window of the canteen at the "Centenaries." "These cars are not sexy anymore. They look like a cross between a Volvo and one of the U-Haul bins you see on the New Jersey Turnpike."

Indeed, most of the gentlemen of the club seemed a little disappointed by the new cars' appearance. These were of the same lineage as theirs, but somehow they had undergone mutations that had bred the pomp and arrogance out of their shells, as if one had decided to rid panthers of their menacing walk and the satanic gleam in their eyes.

One does not dare say that a great era has come to an end, but it is certainly no secret that the company that made Taylor's Emma is not the same one that makes Silver Spirits. The Rolls-Royce aviation division went bankrupt in 1971. To save the company, the British government separated the aviation interests and bought them, leaving a new, independent automaker, Rolls-Royce Motors. It became a public company in 1973 and seven years later merged with Vickers Ltd., a well-known British engineering firm. With the merger came a group of young, aggressive executives whose primary objective has been to keep a close eye on the bottom line. When sales slacked in 1981, production was cut from 3,175 cars per year to 2,400 the following year, and a thousand workers were let go. The first



The grained burr-walnut panels on the doors match the dashboard and the picnic tables.

strike in twenty-five years took place in 1983, when the Amalgamated Union of Engineering Workers and eight other unions walked out for five weeks (one complaint was that workers never got to ride in the cars they made).

Peter Ward, the thirty-nine-year-old director of sales and marketing, is typical of the young executives who make decisions for the company. He works in a small office that includes a conference table surrounded by five steel-and-canvas seats and a bookcase full of Rolls-Royce and Bentley books. He is thoroughly satisfied with the looks of the Silver Spirits because he will have no problems selling the cars. "We've got a few years left with this one," he says. His feelings are echoed by Armen Shaghzo, a sales representative for Gregg Motors Rolls-Royce of Beverly Hills. "The car is what the times call for. It is compact and

understated on the outside and magnificent on the inside."

The causes of that magnificence became evident as the Twenty-Ghost Club toured the grounds at Crewe. The factory consists of five yellow buildings in the kind of modest but functional architecture inspired by overturned orange crates. The buildings are laid out over a sixty-acre area and include machine shops, paint shops, leather shops, wood shops, and a chauffeur school, where a week of intensive instruction prepares candidates for every contingency. Graduates leave with a handbook that offers advice on every subject. "Do not slouch or drive with your arm on the window sill even when alone. You will not have full control of the car in an emergency and it looks untidy," the handbook asserts, for example. And the rule for proper behavior in the presence of royalty includes this nugget: "Immediately you stop the car upon arrival at your destination, remove your cap and do not replace it until the Royal personage has disappeared from view."

Crewe is the third location for the factory since the modest brick garage on Cooke Street in Manchester where the engineer Henry Royce meticulously made his first cars. The present site was picked during the Second World War, when the company produced only Merlin engines that powered Spitfire, Hurricane, Lancaster, and Mustang fighter planes. Today, three thousand men, women, and apprentices work here, some for their whole lives. They assemble each car—Silver Spur, Silver Spirit, or Bentley Mulsanne—from 80,000 parts, of which they make 60,000, often by hand. Annual production is 2,500 cars—as many as General Motors makes during a single shift.

Twelve hundred Rolls-Royce Motors cars are sold in America every year, including 130 by Carriage House Motor Cars, Ltd., New York City, the world's biggest dealer (Jack Barclay Ltd., in London, is second). One hundred sixty cars are sold in the Middle East, down from 227 a few years ago. Monaco has the largest per capita ownership (about one for every hundred inhabitants), and China the lowest (6 cars, or one to every 167 million citizens). Four cars were sold to Russia in 1967—two Silver Shadows and two Bent-



Extras: two engraved silver-plated flasks and four crystal nip glasses.

The trim on the wheel is cut from the same Nuella hide as the seats.



ley T Types. Long before that, Vladimir Ilich Lenin ordered 9 cars through Leonid Krassin, his emissary in England. Chassis number 16X, a 1919 Silver Ghost, is still on view in the Lenin Museum in Moscow—a silver ghost, one might say, of capitalism.

At Crewe, the main machine shop is a long, noisy building where hundreds of parts are cast, tooled, welded, treated, and polished. Brake disks, pinions, crown wheels, front and rear hubs, suspension arms, and crankshafts are made of steel; crankcases, cylinder heads, water pumps, and differential casings, of cast aluminum; doors, trunk lids, and hoods, of aluminum; and the oil-pump drive gear of bronze. Among the few preassembled parts are transmissions from Saginaw, Michigan—the same General Motors hydraulic gearboxes as one finds in Pontiacs. Nowhere in the factory does one see assembly lines or conveyor belts. The craftsmen work alone or, sometimes, two or three at a time at different machines, no two of which seem to be alike.

After they are assembled, the parts are tested. Often, engines undergo twenty-five continuous hours of operation at sometimes

over a hundred miles an hour. When one is taken apart, the components have to show less than .0003 inch of wear. Barry Bostock has been proof-testing inspector for the past twenty years. He works in a glass-enclosed room where parts of engines are neatly laid out on rectangular steel tables like a butterflies collection. He measures with a brass micrometer. Before the engines are deemed acceptable, they will be checked for noise with a stethoscope. Later, the exhaust systems will be fitted with six separate silencer boxes, each tuned to suppress a different range of sound frequencies. The car is quieter today than it was thirty years ago when David Ogilvy popularized the famous line "At sixty mph the loudest noise in the new Rolls-Royce comes from the electric clock."

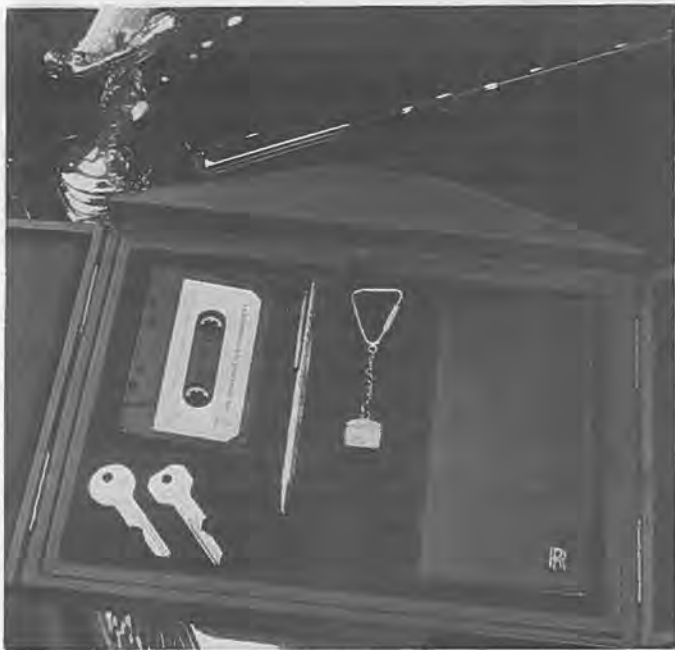


Passenger luxury

The leather-trim shop, redolent of leather dye, looks very much as it might have a half century ago. Blue, tan, and red hides are stacked on tables. It takes ten hides to complete the interior of a single car, from the seats to the piping on the carpets. The leather comes from Scandinavia, where animals are pastured by electrified fences rather than barbed wire, to prevent abrasions.

Perhaps the most famous component is the steel radiator. Only about ten people in the world, officially known as radiator craftsmen, can make them. Tony Kent, who has been here for a dozen years, says that no two radiators are alike. He thinks he can recognize one he's made on a car passing by at twenty-five mph. The lines of the radiator are slightly bowed, he says, to give the illusion of perfect rectilinearity. The craftsmen always engrave their initials on the back of their radiators. If a radiator comes back for repair, it automatically goes to the one who made it.

In the electrical shop, Helen Couling takes an average of six hours and twenty minutes to sort out and connect the thousand feet of wire that go in each car. She is in her early thirties and has been working for nine years at a panel where yellow, red, green, and blue wires intertwine. The only other job open to her, as a woman, would be in the trim shop. "I'd be fed up in there, but I'm never bored in here," she says. "I think that they should give the women more opportunity. There are women coming here who want to make cars!"



The "Centenary" presentation case.

If some oldtimers feel that the "Centenaries" look bland, no one wants to argue the point. Interviews with new-car owners show that most of them are not interested in the show of opulence that the Gatsby generation thrived on. Big cars stand out too much, they say; and besides, the lower, sleeker, glassier look reflects progress or, at least, aerodynamic study. It is also possible, of course, that the old stateliness and grandeur will make an eventual comeback, when the market so dictates.

In the afternoon, as a dark, persistent Cheshire drizzle sent men in blue smocks running across the courtyard, the Twenty-Ghost cars, some with half a million miles on their odometers, began to putter out the gate. Someone yelled, "Hey, Philip, can I look under your Emma?" He replies, "That would be like seeing the Queen in the nude, you realize!" Nobody wanted to do that, and the file of superb old machines left the factory with its fleet of slick blue "Centenaries." The antiques proved precisely what the new ones could do. They would run for fifty years, maybe more. After all, six out of ten Rolls-Royce motorcars made since 1904 are still on the road. □

EDITORIAL COMMENTS

100,000 Motor Cars...

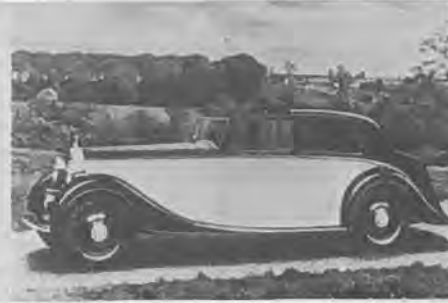
This article first appeared in the November 1985 issue of *Connoisseur Magazine*, Mr. J.G. Saure's is an avid Rolls-Royce enthusiast owns and drives two in New York City. Many thanks to him for permission to reprint his work. Thanks are also in order to Mr. Henry Groskinski for permission to reprint his beautiful photographs.

EDITOR

A sign in the motorcar assembly area warns, "BEWARE SILENT MOTORCARS," because cars without engines are pushed through the shop. It is here that the engine and transmission are installed and connected to the instrument panel. Next, the carpets and the upholstery are placed in the car, and it is ready for its final painting. Already, up to twelve coats of paint have been applied, each one hand rubbed. The paint job ends up two and a half times thicker than that on most cars. You can order any color or colors you want, except for the particular shade of claret (a deep red) that is reserved for the queen's cars, a tradition that goes back to the color of the royal carriages. (The queen, incidentally, owns two Phantom IV's, two Phantom V's, and a Phantom VI. One of the Phantom IV's is secondhand.)

By the time a new car sits facing out (cars in need of repair sit facing in) and is ready for delivery, three months of work time have been expended on it. Every square inch of the car has been inspected and reinspected, and as the car leaves the factory there is no doubt in Crewe that it has earned its sobriquet "the best car in the world."

Below, left to right: One of the first three "silent motorcars" of 1904; the six-cylinder speed-record breaker of 1905-06; a Phantom III, the only twelve-cylinder Rolls ever made. Beneath them: The Silver Wraith, the first post-World War II car; the queen's own Phantom V state landaulette; a Silver Shadow sedan, produced between 1965 and 1980.



Notes from an Atlantic Lady

Christmas-Hannukah Party of 1985

by Miss Kern Curtin

Suddenly, I heard a faint noise just outside of my doorstep, could it be Santa in his sleigh and its bells a'jingling? My curiosity enticed me to peak outside of our foyer picture window, slightly dusted with frost. I vigorously brushed away the frost obstructing my vision, and saw that it was even better than I had imagined. It was our Proper Motor Car, its engine a'purring, simply ready and waiting to transport us to The Woodbridge Country Club in Woodbridge, Connecticut, the chosen location of the annual Christmas-Hannukah Party of The Atlantic Region R.R.O.C.

As I continued to gaze out of our foyer picture window, I saw my father standing outside of the P.M.C. driver door, which was just slightly ajar. He was waving me over to our vehicle. I then immediately grabbed and buttoned my overcoat, collected the gifts, and proceeded to the vehicle.

As swift as Santa's reindeer, our P.M.C. had guided us to Interstate 95 South. Our journey down the Connecticut turnpike seemed almost too brief, as it was endlessly picturesque. As I periodically peered out of the rear window, I was overwhelmed by the sight of slightly snow-capped rolling hills lining each side of the throughway. Yet, the more I saw those rolling hills pass behind us, the greater my anticipation began to build for the festivities ahead.

Long after that picturesque countryside, a turnpike sign revealed exit 38 was just one mile ahead. Shortly after taking that exit, our P.M.C. easily found its way to the entrance leading to The Woodbridge Country Club. Just atop of the incline of that driveway entrance was a parking area to our left, already populated with proper motor cars. We entered that lot, and father carefully parked our P.M.C. I sprang out of the vehicle, gifts in hand, and rushed toward the main building.

As soon as I entered the club, I immediately sensed a general feeling of excitement and holiday spirit. Some of the members were greeting one another, and still others were discussing the progress and growth of The Atlantic Region since its birth, twenty years prior. And still others were passing comments about the beautiful holiday corsages provided for the ladies.

After I briefly chatted with some of the members, I proceeded directly to the Woodbridge Country Club office to gather beverage tickets and cashbox for the cocktail hour. I then brought the items over to a table set up in the left corner of the next room, where the members were beginning to densely populate. For the duration of the cocktail hour, I sold beverage tickets for our club. It was an absolute pleasure to operate this sale, because I was able to meet new members, as well as reacquaint myself with other members. And, in the middle of the cocktail hour, mother came over to the table and served me some of The Woodbridge Country Club hors-d'oeuvres, which she was endlessly raving about (with good reason).

Following a brief period, I noticed that the crowd had thinned out and many members had migrated in-

to the banquet room directly behind me. I glanced at my watch and saw that it was 1:30 p.m., and our luncheon was about to commence. Shortly afterwards, I joined the members in the banquet hall and was seated. All those at the tables surrounding us, and including our own table, simply could not stop raving about the fish platter and the chicken platter that was served.

As we began dessert, Chairman Ted Mintz approached the podium. Silence befell the members, as Chairman Mintz began to speak. In his speech, he thanked the club for its record attendance for our twentieth anniversary/holiday party, welcomed new members, and generously gave gifts to some of the members. He also named The Braggs as the winners of the most nicely decorated proper motor car. In addition, he thanked his wife, Jacquie, for all of her hard work, organization, and preparation that went into coordinating this event.

Chairman Mintz then introduced Ed McLaren. Ed began his speech by thanking both Ted and Jacquie for all of their efforts which made this day possible, as well as a success. Ed then continued his speech and provided the members with a fascinating 'this is your life' version of the twenty years of The Atlantic Region R.R.O.C.

Shortly afterward, Ted then introduced Nort Rosenberg. Nort then took the podium. He so kindly researched twenty years of The Atlantic Lady. What he found was some very comical articles of the past. As he nicely summarized the articles, all of the members began to chuckle. Just after Nort had finished his summary, Ted returned to the podium and pleasantly surprised the members with two representatives from The Rolls Royce Corporation.

The first representative thanked our organization for the preservation and maintenance of our proper motor cars. In so doing, he stated that organizations, such as ours, preserve and maintain the concept of Rolls Royce excellence. He generally concluded that we indirectly contribute to The Rolls Royce continuance.

The second representative recalled his recent trip to Oregon, more specifically, the segregated region of the Rajneesh. He mentioned to the members that The Rajneesh owned over eighty Rolls Royces, some of which were repainted, and decorated with murals of wildlife captions and seascapes. Other facts that he mentioned were the rigid security system associated with the region, a general self-serving and self-sustaining, booming economy, and even went on to say that all the region inhabitants wore an article of red clothing. All of the members listened carefully, their curiosity finally satisfied about the mysterious Rajneesh.

Ted Mintz then again approached the podium. He asked the members to kindly take a present from the table full of gifts on the far right side of the banquet hall. He wished all a joyous holiday, again thanked all who attended, and then closed the meeting.

To conclude, I would like to thank Ted and Jacquie for a wonderful day which was a delightful way to begin both the holidays and our twenty-first year. Little did I know that I was so right, it was ever better than Santa in his sleigh and its bell a'jingling...

New Haven Lawn Club Luncheon Sunday, January 19, 1986

by Miss Kern Curtin

As we exited from our driveway, I glanced out of the rear window of our car, directly over to The Thames River. Each and every morning, I look forward to momentarily watching the seagulls soar, the sailboats scurrying about, and the gentle waves roll onto the shore. Yet, today was an exception. I was forced to squint through a constant drizzle, only to see a blanket of fog hovering over the river. And, instead of the seagulls' cry bellowing across the water, I heard only the fog horn cranking from the lighthouse, one mile down Pequot Avenue.

Despite the drizzle and the fog, our journey down I95 South was still rather smooth. In one hour's time, we had arrived at The New Haven Lawn Club, in New Haven, Connecticut. Yet, because of inclement weather, only two proper motor cars stood amongst the members' modern day vehicles in the club parking area.

As I approached the entrance to the club, I immediately admired the face of the building. It must have been designed after the grandest Southern mansion. When I entered the facility, I noticed that the interior was not only characteristic of the Early South, but it was enhanced by a slight Tudor influence. This combination generally contributed to the warm and relaxing atmosphere of The New Haven Lawn Club.

Just prior to the luncheon, the members congratulated in a room directly off the main corridor for our cocktail hour. The room was quite lovely. The beige and pink wing-tip chairs set around the marble hearth made one feel that fireside chats would be 'a must' in the bitter cold of winter.

Shortly after chatting with the members, our brunch began in the next room. The buffet-style brunch included eggs benedict, scrambled eggs, pancakes, sausage and bacon, hashbrowns, toast, danish, and fresh fruit. After enjoying our meal, Chairman Mintz began to address some issues currently pending.

He first thanked those members braving the weather, and also welcomed new members. He then gave out gifts of those who brought P.M.C.'s, which numbered two (Mark Hargess and Tom Gallagher). He then mentioned that our club is in need of someone to write our newsletter.

He then proudly announced The Fall National Vintage Car Tour, September 21-26, 1986. It will be a "Hub Tour". A hub tour is simply staying in one facility, and going to various places each day. (I understand that the itinerary will be fabulous). The facility chosen is "Seven Hills", located in Lenox, Mass. Only the members of the tour will be occupying the facility, and therefore have the entire facility at our disposal. Yet, there are only 48 rooms available. Please contact Ted Mintz for

advance information and reservations.

Ted then introduced Dr. Dick Otis. Dick began his speech by stressing the importance of wearing seatbelts in our proper motor cars. And, even though our P.M.C.'s are exempt because they were not originally equipped with seatbelts, he said installation is possible. Dick then addressed his main topic: What does one do on a rainy day, such as this? Dick had two suggestions: make Silver Ghost break-toe pads, and make Flying Ladies.

To make a break-toe pad, Dick stated that one must first make a pattern with a razor blade from cardboard. After making that peddle-pad pattern, mix a 'dev-con' (rubber product) material into the mold. The dev-con product should be of the harder quality for this kind of item. Dick then passed around a break-toe pad, which he himself made.

Dick offered a second suggestion to overcome boredom on rainy days. He suggested making Flying Ladies to be used as parking caps. To make them, one must cover the original with a release agent (a dev-con stretchy agent), by painting it all over the object. Melt a paraffin agent into that mold, and eventually shuck the mold. Then cast it from a wax mold. Then, plate it, perhaps silverplate it. Then, drill a bolt at the base of the newly made Flying Lady, so that may fit onto the P.M.C. Dick also passed his Flying Ladies creation around to the members.

Shortly afterwards, Irving Kaufman announced The Atlantic Region R.R.O.C. upcoming events:

March 8, 1986 (Sat.) Rally/Luncheon-Convent Station, N.J.E. Eaton
April 12, 1986 (Sat.) Driving Tests-Long Island, N.Y.J. Star/J. Ascera
June 14/15, 1986 Meet Arranged with Yankee Region The Parkers
Aug. 17, 1986 (Sun.) "Playtime"-West Redding, CT. The Kolbs
Sept. 21-26, 1986 Fall National Vintage Tour-Lenox, Mass. The Mintzes

He then asked everyone to note the dates aforementioned, and that additional information will be provided soon.

After Irv announced some of our 1986 itinerary, John Parker arrived at the podium and spoke of the trials and tribulations associated with restoring a proper motor car. He stated that he searched many years, in places such as the Hersey Flea Market, just to find the correct C.A.V. lamps for his Ghost. C.A.V. lamps are rare, and ironic as it is, these lamps were one of the first items he purchased for the P.M.C., yet they are the last item which is installed onto the P.M.C.

Ted Mintz again approached the podium and offered a helpful hint for P.M.C. owners who must polish slightly oxidized cars: use 'TR-3'. Ted then closed the meeting and thanked all who attended. And, although the weather was rather dismal, our day was made brighter with good company, an excellent brunch, and our wonderful host and hostess, Mr. and Mrs. Mintz.

Notes from an Atlantic Lady

EDITORIAL COMMENTS

A very special thank you to Kem Curtin for what I'm sure you all enjoyed. The work that goes into recording and then writing about meetings is beyond belief...Just try it some day. We are very lucky to have such a dedicated young lady to take care of this very important task. I personally am looking forward to the next reports.

EDITOR



Pride of Britain, envy of the world.

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We occasionally hear comments that using lead-free gasoline will cause valve problems in older model cars. We do not believe there is any practical basis for this claim.

When use of leaded gasoline began in the 1930s, car makers experienced serious problems with burning of exhaust valves. Lead deposits would accumulate between the valve face and seat and prevent the valve from closing tightly on its seat. Cracks or "gutters" would form in the lead deposits, which made the valve leak, overheat, and burn. After considerable development, car makers alleviated the problem by redesigning engines with sharper valve seat and face angles, narrow seat widths and higher valve spring forces, and induced or forced rotation of the valves. These changes increased the contact pressure between the valve and seat, and caused the valve to grind out offending lead deposits. Even so, valve burning continued to be a chronic, but minor, problem with leaded gasoline.

These measures to eliminate valve burning are unnecessary with lead-free gasoline. Under normal operating conditions, an engine designed to tolerate leaded gasoline will run without any difficulty on lead-free gasoline. It is possible to fall exhaust valves in laboratory engines operated on dynamometers by running them continuously at very high speed and power output. Without the lead deposits present, the valves may wear or "recess" excessively into the softer seats. However, the conditions necessary to cause valve recession do not occur in normal driving, and can be attained only under highly unusual (and generally illegal) driving. Most people could not drive that way even if they wanted to.

All passenger car engines built after 1974 and most engines built after 1971 have hardened valve seats, and valve distress cannot be induced in these engines even in dynamometer tests. Most commercial gasoline engines are equipped with hardened valve seat inserts which prevent distress under any type of operation.

We, of course, have marketed lead-free gasoline in the eastern and southern states for over 70 years. Our customers have driven millions of miles using this gasoline in all types of cars without valve problems. We think our long field experience conclusively demonstrates that lead-free gasoline does not cause valve problems.

EDITORIAL COMMENTS

Amoco Oil Company...

A great deal has been said during the past year. This statement by Amoco seems to make the most sense.

EDITOR

The very best postwar Rolls-Royce and Bentley cars
are built with . . .

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Each year 250 to 400 of the finest Rolls-Royce and Bentley motorcars gather from across the country and from overseas for the serious business of National judging at the annual Rolls-Royce Owners' Club Meet. After nine tension-filled hours of relentless scrutiny by wave upon wave of national judging teams and rigorous road testing with three expert judges on board noting every murmur, the best are chosen — and the best they are — both at rest and motoring down the highway.

September of 1984 at Lancaster, Pennsylvania was no exception. The best were fitted with **turnerspares®** — the best of the best were fitted **exclusively** with **turnerspares®**. In fact, virtually every first place postwar car and every senior postwar car was fitted with **turnerspares®**.

Best of Prior Best of Show — Royce Memorial Trophy
1957 Bentley Continental - BC96LBG

Best of Show — Rolls-Royce Trophy
1959 S1 Bentley - B18LGC

Best of Prior Best of Class — Rolls-Royce of Canada Trophy
1953 Silver Dawn Drophead - L8MF32

Best Coachbuilt — H.J. Mulliner Park Ward Trophy
1964 Bentley Continental - BC83XC

Best of Class Trophy
Mark VI, R-Type Series — 1951 Mark VI - B65HP
Silver Cloud Series — 1958 Silver Cloud I - LSHF55
Bentley S Series — 1962 S2 Drophead - B68LDW

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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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BOX 396, EDISON, NEW JERSEY 08818 PHONE 201-225-5800

EDITORIAL COMMENTS

First of all let me say thank you to all who have contributed to this, my first issue of the Atlantic Lady. Hopefully it will grow and improve in the coming issues. This is the publication of your club, it should reflect and communicate the feelings and opinions of the membership. In the coming issues I hope to include a number of features that I feel we all will enjoy and benefit from.

The first is to feature a members P.M.C., possibly one that has a unique history or some outstanding features. Next, I hope to include a section for those who may be interested in selling a P.M.C. or parts for sale. It will also include a section on items wanted.

These of course, will be listed free for members. Photographs for printing with an advertisement will be included on an "At Cost" basis for members. Any member or non-member wishing to advertise a service or business in the Atlantic Lady is welcome and encouraged to do so. It is in our own best interest to support the people or companies that advertise in the Atlantic Lady.

Any member wishing to contribute an article to the Atlantic Lady is invited to do so, the more you contribute to the club, the more you will get in return. I have been a very active member of many auto clubs over the past few years. However, I have never received a warmer welcome or have been made to feel more at home than at the Atlantic Region meetings I have attended thus far. I hope to meet many more of you in the very near future and will continue to try to extend the good feelings and fellowship that has been so graciously extended to me.

Please feel free to comment regarding your likes or dislikes with this issue of the Atlantic Lady.



Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Bob Gluckin". The signature is written in a cursive, flowing style.

BOB GLUCKIN, EDITOR



MAY - JUNE

1986



The Atlantic Lady

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



"A COLD WIND"

BY EDGAR EATON

MARCH RALLYE—SCAVENGER HUNT MEET

On September 8, about forty hearty Atlantic Region members assembled from 9:30 to 11:00 A.M. at the Eaton House for coffee, before proceeding on the back roads to the Rockaway River Country Club. Their tour involved filling in a

questionnaire on what they saw, or were supposed to see and picking-up some 10 miscellaneous items, such as bottle caps and doughnut-holes. Everyone was in good spirit and had a delightful search. The winners were Brigianis, Gluckin,



Photo © 1986 K. Karger

Bob Connelly, joined by Mary Keating, came in this rare and unusual 1966 Bentley T Type, chassis no. CBH1538. After the Silver Shadow/T Type was introduced in 1965, and prior to the start of production by RR's own coachbuilder (H.J. Mulliner, Park Ward) of 2-door bodies, some 50 standard steel saloons were sent to James Young to be turned into 2-door bodies, 35 of them Bentleys, 15 Rolls-Royce cars. By 1967, this modification by James Young had ceased.

DOWN THE ROAD ATLANTIC REGION RROC

Calendar (subject to change)



May 17, Sat.	Joe Star - John Acerra, Driving Tests	L.I.
June 14, Sat.	Amy & John Parker, Lunch with Pres. Blake	Conn.
July 13, Sun.	John Harwood - Chas Morrongiello, Concourse Concourse & Lunch	L.I.
Aug. 17, Sun.	Dot & Don Kolb, Playtime	Conn.
Sept. 21-26	Ted Mintz, Vintage Tour	
Oct. 25	Ben Brigiani, Event Near Princeton	N.J.
Nov. 15-16	Dot & Irv Kaufman, Annual Meeting, Old Mill Inn	N.J.
Nov. 16, Sun.	Ed McLaren, Board Meeting, Old Mill Inn	N.J.
Dec. 6, Sat.	Ted Mintz, Xmas - Chanuka Party	Conn.

CHAIRMAN'S MESSAGE

Graduations, weddings, vacations, Atlantic Region activities and a myriad of other affairs vie for a spot on our calendars as we approach the busiest season of the year for the automotive enthusiast. Priorities have to be established, options examined, decisions made, and schedules planned. The complexity of this situation is increased by the number of family members, not on a directly proportionate basis but rather on an exponential curve.

What does this all mean? Briefly stated, we all have more things to do than time to do them and we must decide what portion of our time can be allotted to our Proper Motor Cars. In most instances this means sacrificing another interest or activity. Beginning with your officers, committee members and event committees who plan and administer the Region's activities, all have made substantial sacrifices in order to provide a well balanced, interesting and informative program. Our most effective means of recognizing these sacrifices is by making sufficient sacrifices ourselves to be able to participate in a significant number of Region activities throughout the year. Participation by all will insure the greatest rewards of all.

Two other items of business come to mind as I write this message. A significant number of members have not paid their Region or National dues for 1986. Please check your records and save your officers the necessity of further follow up in connection with this matter.

Each time I write a message a request is incorporated to communicate with your officers and committee members about anything that may be on your mind in connection with Region activities. Response has been minimal and sporadic, which can mean one of several things: everything is operating in accordance with your expectations; you aren't concerned about the Region's operations; or as our first Chairman, Graydon Walker, often commented, no one reads the newsletter. If you have a concern about the Region's activities your officers and committee would welcome your comments.

I look forward to seeing or hearing from you at an early date.



Bob Gluckin, Editor
6 Starling Road
Randolph, New Jersey 07869
(201) 366-3591

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P.C.M. GRAPHICS
Elizabeth, N.J. 07208

OFFICERS FOR 1986

Chairman	Edward McLaren
Treasurer	Emily Walker
Secretary	Grace Tauber
Vice Chairman, Activities	Irving Kaufman
Vice Chairman, Communications	Robert Gluckin
Vice Chairman, Judging	John Harwood
Vice Chairman, Technical	Richard Podoloff
Committee Member	Charles Curtin
Committee Member	Samuel Ornstein
Committee Member	Norton Rosenberg
Committee Member	Walter Snyder
Assistant Treasurer	Eleanor McLaren
Membership Chairman	William Lueddeke
Immediate Past Chairman and Vice President, International Affairs RROC	Edgar Eaton
Past Chairman and Director	
Regional Representative RROC	Theodore Mintz

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.

(continued from cover)

"A COLD WIND"

March '86 Rallye

Fondillers, and special mention to the Kaufmans for their thoroughness. The hosts were Lueddekes, Close, Risdo, and Eatons.

Cocktails and luncheon followed by greetings from Chairman McLaren and a report by Irving Kaufman, the Activities Chairman on an inspired program for the year. Members drifted home about 4 o'clock after a most pleasant day.



Photo ©1986 K. Karger

Putting on a meet is hard work and good fun. It took three people to handle the scoring paperwork for the Rallye/Scavenger Hunt; Bill & Joan Lueddeke and Helen Eaton.



Photo by Irv Kaufman

Chairman Ed McLaren addresses the Membership at the R.R.C.C.



Photo ©1986 K. Karger

John Acerra shows the polite side of hunting for needed items for the Scavenger Hunt; some members were seen looking through a garbage can in order to find a soda bottle cap.

Notes from an Atlantic Lady

Technical School Picnic — April 12, 1986

by Miss Kem Curtin

As soon as we arrived at The Technical Careers Institute in West Haven, Connecticut, I immediately saw an endless file of Rolls Royce Proper Motor Cars in the center parking area. The Rolls Royce chassis seem to glitter as the brilliance of the sun's rays reflected upon them.

Father parked our vehicle, and I quickly made my way toward the facility. In fact, the intensity of the wind almost carried me there. Yet, as I drew closer to the facility, I saw from slightly afar that still other Proper Motor Cars were constantly entering and exiting to and from the warehouse garage doors of the school.

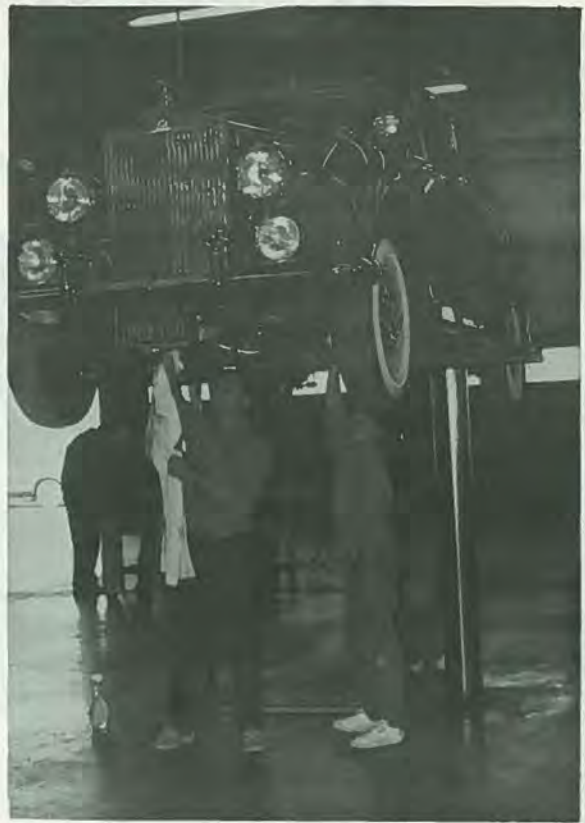
As I actually entered the facility, I saw some of the members busily directing the traffic of incoming and outgoing P.M.C.s' on and off of the six lifts scattered about the facility. Still other members were rather busy inspecting their own cars while upon the lifts. And still other members were handing tools to other members working on their Proper Motor Cars.



Ted Mintz doing some preventive maintenance on the "Red Peril" 1935 20/25 Sedan Coupe GHG-27.



Beautiful original 1953 Rolls Royce Silver Dawn LSNF7 owned by Dennis Nicotra.



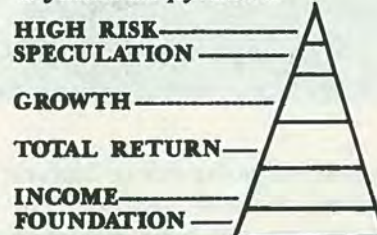
Dennis & Chris Nicotra doing some cleaning under their 1955 Silver Dawn — it's as clean below as above!

Yet, mid-day arrived rather spontaneously, or though it seemed, and all of the members dashed toward the cafeteria. Today's agenda called for a boxed lunch. As members unpacked their lunches and ate, Chairman Ted Mintz announced to the members that it was my father's birthday. Shortly afterwards, Irving Kaufman reminded the members of upcoming events and encouraged attendance.

Shortly after lunch, our host and hostess, Dick and Jackie Podoloff, arranged for a lecture on investments. Two representatives from Prudential-Bache gave a team-taught lecture on their approach to investing.

Elizabeth Kuck and Kathleen Hartford first stated that risk is essential to reach any financial goal, and if one increases risk, one could increase return. Further, if one increases safety, one increases the loss of purchasing power.

To invest, one must first identify one's "comfort zone". This is the amount of risk one can sustain without jeopardizing one's physical health, mental health, or marital status. Once this is done, an outline may be formulated for an investment portfolio, which may be illustrated in this Prudential-Bache theory of a financial pyramid:



Percentages of each are completely dependent upon one's "comfort zone".

Notes from an Atlantic Lady



Coffee & donuts were enjoyed by all, along with the good fellowship that usually goes along with Atlantic Region events.

The 'foundation' of the pyramid or the basic needs division, protects one from loss of capital, such as cash, C.D.s, government agencies, and even A.A.A. funds. The 'income' part of the pyramid simply supplements earned income. The 'total return' section of the pyramid is a combination of low to moderate investment income, plus income, plus appreciation of market value (i.e.: blue chip stocks, and limited partnerships). The 'growth' section of the pyramid represents appreciation so that one must have more in the future, than one has now, and it is no to minimum investment income. It merely represents "confidence". The 'speculative' section of the pyramid represents "excitement" or no investment income. The last section of the pyramid, 'high risk', is purely a gamble, and it represents a potential for spectacular return or a potential for total loss.

After each alternately spoke of this investment portfolio, they went on to identify some investment misconceptions. They stated that many believe that all stocks are risky, all money market mutual funds are safe, and everyone loses their money in options. They reminded us that we must remember that there are a spectrum of strategies to offset such misconceptions.

They also spoke with us concerning stocks and bonds. They stated that stocks simply provide ownership, possible capital appreciation, and possible income. They also said that bonds are a representation of debt, which generate income in the form of interest payments. They spoke of two styles of bonds: tax-free and taxable. Tax-free bonds, such as revenue bonds, and general obligation bonds are safe, flexible, and represent marketability. Revenue bonds represent the government borrowing to fix a highway, for instance. General obligation bonds are backed by taxing power and the holder is paid first. Taxable bonds are a representation of U.S. government obligation or they may be in the form of corporate bonds. A U.S. government obligation may be absorbed by buying through such things as The Kemper Fund, "Ginnie Mae", "Fannie Mae", and "Freddie Mac". Corporate bonds, another form of taxable bonds, are only as safe as the company which backs them.

After the fantastic lecture, a brief question and answer session followed. I thought that the representatives were outstanding, and I learned a great deal from them. In fact, as the members exited the lecture room, I heard many of them praising the women for their informative lecture.

Following a brief period, I then saw other members in the garage of the school beginning to pack up their tools. I glanced outside of the facility and saw other members waving to one another as they pulled away in their Proper Motor Cars. I also faintly saw the sun slightly reflecting upon the few remaining P.M.C.s in the center of the parking area, which were almost ready for departure.

I then briefly thought of myself, how could such a pleasant day with the club end so quickly? Time has a tendency to fly when one is having fun...good company, excellent location, an interesting lecture, and marvelous hosts, Dick and Jackie Podoloff.

K. Curtin

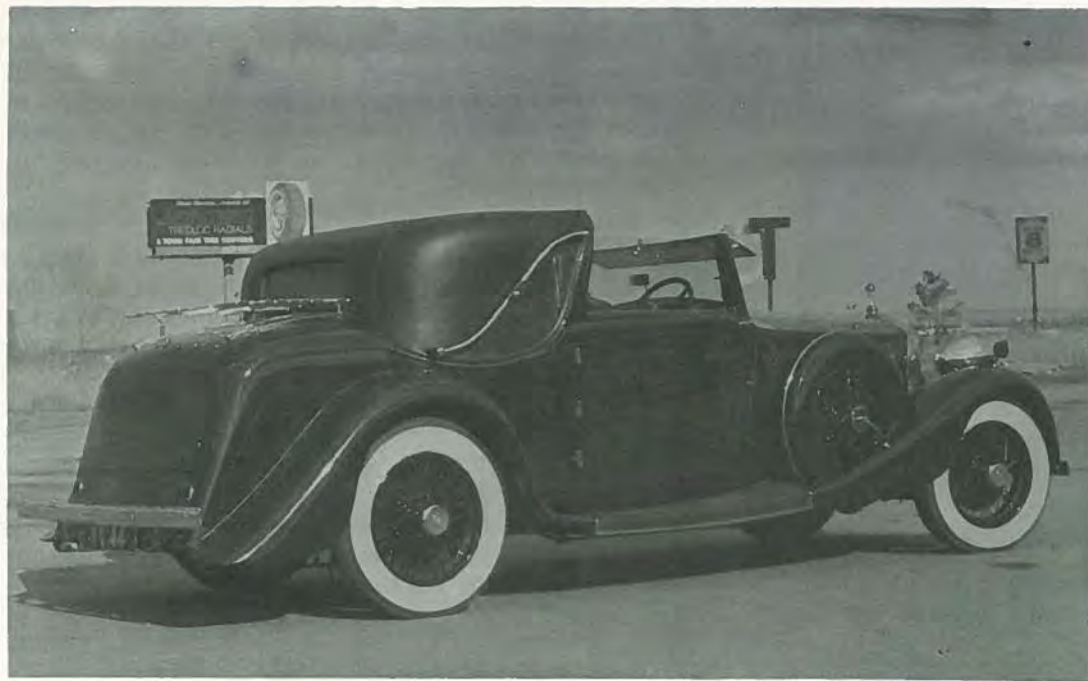
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USA. (201) 460 9600 Telex: 134427



Tour The Beautiful Berkshire Mountains

1986 FALL VINTAGE CAR TOUR

September 21 through 26th

Tour Banner #1 will be on the "Red Peril" GHG 27, a 1935 20/25 Sedan Coupe owned by Tour chairman, Ted Mintz.

Our plans are to have a "Hub" Tour which early registrants are very excited about. For those first timers on Tour this means the ultimate in relaxation. Unpacking once for our entire stay — not on a daily basis from one location to another.

The Tour will be headquartered at the "Inn at Seven Hills" in Lenox, MA, amidst the beautiful Berkshire mountains. Our daily trips will be through the lovely countryside of CT, MA & Vermont.

Breakfast & gourmet dinners will be at the Inn plus refreshments upon return of our daily trips.

"To-gether-ness" will be the by-word of our Tour with lots of time to be with RROC friends both new & old. A few enthusiastic members are offering to host luncheons for our entire group — what a wonderful gesture! The Inn promises to offer us entertainment for a few evenings. The entire Inn of 48 rooms is reserved for our exclusive use. The committee needs the support of the Atlantic Region!! (R.R.O.C. national is watching us). Please contact any of the committee for further information or reservations.

P.S. Sorry, vintage (pre-war) cars only.



Photos by Bob Gluckin



Ted & Jacquie Mintz - Chairman
Irv & Dot Raufman
Charley & Cathy Curtin
Dick & Jacquie Podoloff

In Memory

Leon Ackerman of Elizabeth, N.J. passed away in November, after a long illness. Our deepest condolences to his wife, Betty. Leon was a long time member of the National Club, and a Charter Member of the Atlantic Region. Well known for his driving ability, his Silver Dawn was always at the early Atlantic Region affairs.

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1986 Western Inter-Regional Meet Vancouver, B.C.

September seems a long time away, but now is not too soon to start mentioning the 1986 Western Inter-Regional Meet in Vancouver, British Columbia. The B.C. Region has hosted two previous Inter-Regionals, both most successful, and this one should be even better because of Expo.



Expo is not the only reason for attending the 1986 Inter-Regional. Please study the description of the meet to see what else we have planned.

Meet Registration packages are now ready. Anyone who is interested should write to me for a registration package.

John Peirson
2586 Lawson Avenue
West Vancouver, B.C.
Canada V7V 2E9

DUES NOTICE

This will be your last issue if you have not paid your 1986 dues—Any member paying for the third time will not receive a refund due to administrative expenses.

Make your check for \$15.00 payable to the Atlantic Region RROC. Mail to: William Lueddeke, Membership Chairman, 192 Valley Drive, Watchung, New Jersey 07060.

“The Rolls Royce and Bentley Interclubs Meeting”

*February 18, 1986 at the Crew Armes Hotel
Crewe, England*

Represented were members from:

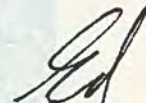
- a) The Sir Henry Royce Memorial Foundation
- b) The Rolls-Royce Heritage Trust
- c) Rolls-Royce Enthusiasts' Club
- d) Bentley Drivers' Club
- e) 20 Ghost Club
- f) Rolls-Royce Owner's Club — America
- g) Rolls-Royce Owner's Club — Australia

They discussed their programs for this year. The Rolls Royce Enthusiasts' Club has similar programs to RROC. The Bentley Drivers' Club has most of their activities centered around driving their cars. They are celebrating the 50th anniversary of the Club with a special tour this summer.

Again, Appleyard Rippon reported that they are making special efforts to keep prices down but they were forced by costs to increase 1600 parts by 8½% while keeping prices steady on 4200 parts. Clutches on pre-war cars will be expensive because they have asbestos in their construction. The rest of the news will be covered in my regular report in September.

The visit to the Hunt House in Paulespury wan an eye-opener. Construction of the new wing containing a new kitchen, new dinning hall and extension of the reference room is progressing rapidly. They will have a nice garden and will be able to serve meals to one hundred at a time. They now have some 6000 ft. of shelving for reference storage and more memorabilia in the Sir Henry Royce Room. The work shop has two chassis, half dozen engines and 20 Hp. cut-away engine from Frank Cooke as well as tools and machine tools. The American Room is finally getting a glass front case, as gift.

There is great devotion by the members to their clubs, activities and the Sir Henry Royce Foundation.



Edgar P. Eaton, Jr.



The Rolls-Royce Camargue has been dropped after 11 years production, during which about 530 were built. The old model does not fit in with safety laws, or R-R plans, for the Nineties

Make An Excuse To Join Us!

We are pleased to announce that our annual meet this year will be on the weekend of November 15-16 at the Old Mill Inn in Bernardsville, N.J. The Inn, which pre-dates the Revolution, was once a large barn which stored grain. It is rumored the George Washington's horse slept here.

In 1930, the old barn was converted to a restaurant, which today has a reputation for fine food. More recently, the management built a 100 room motel, near the Inn, but far enough for us to be secluded from the restaurant traffic. Their main activity is for business people during the week, which means that we will probably have the

motel exclusively for ourselves.

The area abounds with history. Jockey Hollow, the restored Revolutionary encampment, is almost within walking distance. Morristown Museums and Antique shops are six miles away.

Dot & I, with the help of Joan & Bob Gluckin, are looking forward to prepare an enjoyable program.

Irv. Kaufman

A True Altantic Lady

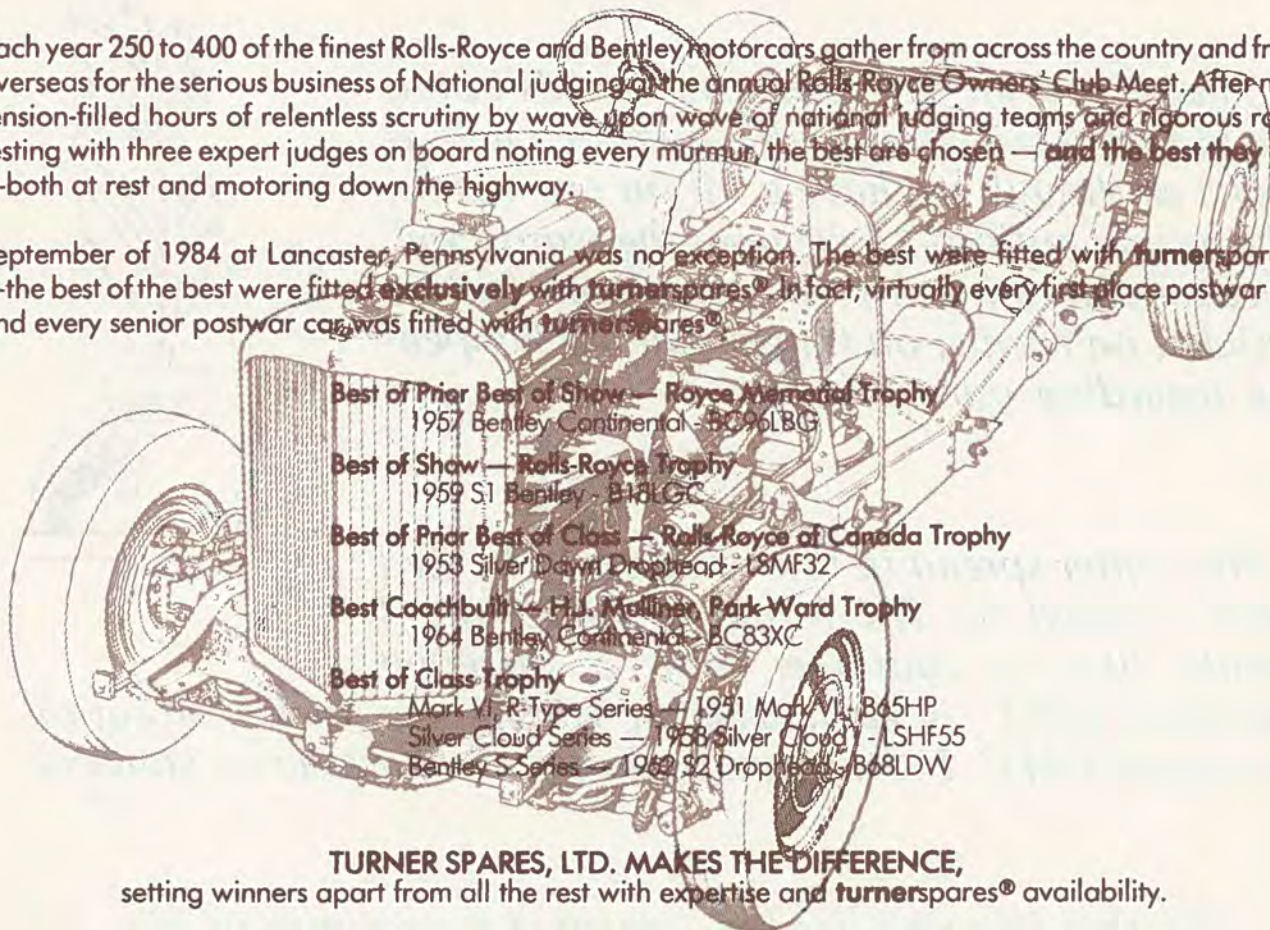


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1957 Bentley Continental - BC96LBC

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1953 Silver Dawn Drophead - LSMF32

Best Coachbuilt — H.J. Mulliner Park Ward Trophy
1964 Bentley Continental - BC83XC

Best of Class Trophy
Mark VI, R-Type Series — 1951 Mark VI - B65HP
Silver Cloud Series — 1958 Silver Cloud 7 - LSHF55
Bentley S Series — 1962 S2 Drophead - B68LDW

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BOX 396, EDISON, NEW JERSEY 08818 PHONE 201-225-5800

EDITORIAL COMMENTS

Thank you all for your kind words about the March-April issue of the Atlantic Lady. It looks as though we have a hit on our hands. I hope you noticed I have used the word "we" because I need input from you all, on feature articles, on events, on things that are happening regarding our P.M.C.'s.



The center spread in this issue on "The Red Peril" owned by Ted Mintz is something I would like to continue, with a different members P.M.C. in each issue. If you have a fresh restoration of unique P.M.C. I would like to do a feature article on your car.

Now that the weather has turned, I hope more of you will come out of the woodwork to show off your P.M.C.'s at the upcoming events. The best thing for your P.M.C. is to use it — what better way than at a RROC event!

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Bob Gluckin".

BOB GLUCKIN, EDITOR



JULY - AUGUST

1986

The Atlantic Lady

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



SPECIAL THANKS TO HELEN and PRES BLAKE

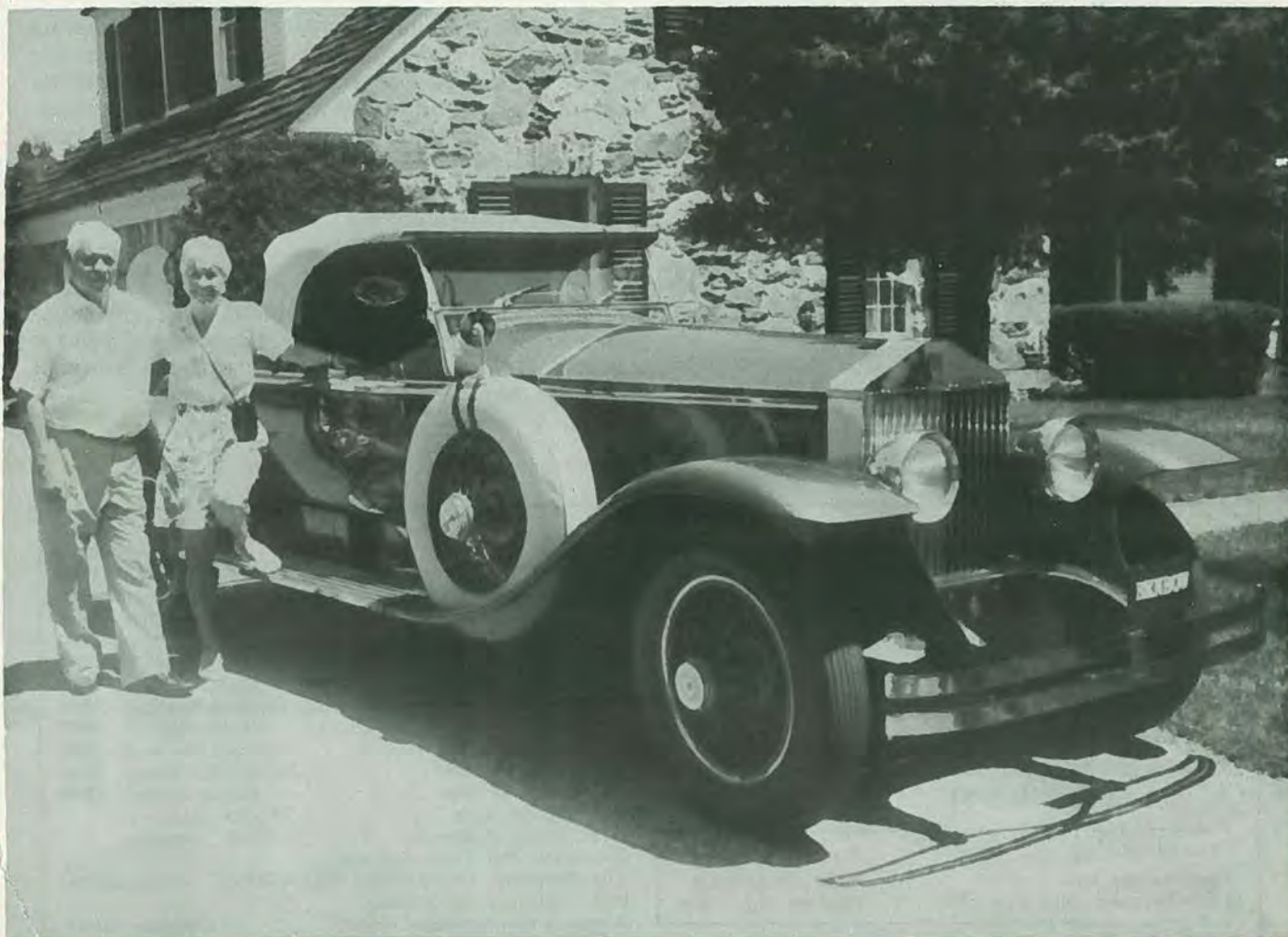


Photo By IRV KAUFMAN

Helen and Pres Blake in front of their gracious home in Somers, Connecticut with their new 1925 Springfield Phantom I with a York Roadster body and a fantastic story about this magnificent car.

DOWN THE ROAD ATLANTIC REGION RROC

Calendar (subject to change)



- Aug. 17, Sun.** Conn.
Dot & Don Kolb, Playtime
- Sept. 20, Sat.** N.J.
Bob Gluckin — Car Show and Polo match for the benefit of the Somerset County Mental Health Association.
- Sept. 21-26**
Ted Mintz, Vintage Tour
- Oct. 25** N.J.
Bill Brigiani, Event Near Princeton
- Nov. 15-16** N.J.
Dot & Irv Kaufman, Annual Meeting, Old Mill Inn
- Nov. 16, Sun.** N.J.
Ed McLaren, Board Meeting, Old Mill Inn
- Dec. 6, Sat.** Conn.
Ted Mintz, Xmas - Chanuka Party

CHAIRMAN'S MESSAGE

Half-time for Atlantic Region's twenty-first year is here. Five successful meets have already taken place and we are looking forward to five more regional meets, a Vintage Car Tour and a National meet. Dates and details of these coming activities can be found elsewhere in this newsletter.

Arrival of half-time prompts the realization that planning for our next year should begin. Fortunately the Region's officers, committee members and members are knowledgeable, imaginative and creative. Our planning problems do not arise because we lack ideas of what to do but rather due to time constraints. With ten or eleven events a year the schedule is full from a time view point but it still does not nearly encompass all the types of events that we would like to see included in a season's activities. Thus we must consider adopting a longer scheduling cycle and plan for certain types of activities to take place every second or third year instead of annually.

Geography also plays a major role in our planning process. Meet locations must be varied in an equitable manner so that no group of members is consistently obliged to travel inordinate distances to attend meets. The economics of holding meets in various areas must also be considered. Many very desirable locations must be eliminated because of the economic unfeasibility of scheduling a meet there.

Your officers, committee, and event committee members face a multitude of decisions when scheduling each and every event. Your help, support and input is solicited so that the final results will be the most beneficial and enjoyable for all concerned.



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OFFICERS FOR 1986

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EXPIRES

Chairman	Edward McLaren	1987
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Secretary	Grace Tauber	1986
Vice Chairman, Activities	Irving Kaufman	1987
Vice Chairman, Communications	Robert Gluckin	1987
Vice Chairman, Judging	John Harwood	1988
Vice Chairman, Technical	Richard Podoloff	1987
Committee Member	Charles Curtin	1988
Committee Member	Samuel Ornstein	1986
Committee Member	Norton Rosenberg	1988
Committee Member	Walter Snyder	1986
Assistant Treasurer	Eleanor McLaren	
Membership Chairman	William Lueddeke	
Immediate Past Chairman and Vice President, International Affairs RROC ..	Edgar Eaton	
Past Chairman and Director Regional Representative RROC	Theodore Mintz	

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.



This is the unique interior of the beautiful Phantom II.



Mrs. Katzell along side her 1930 Springfield Phantom II took special care of greeting everyone that attended the meet.

Long Island Gymkhana 86

by Gloria Acerra

Twenty six motor cars converged at Burt Bacharach's historic East Norwich Inn on Saturday 17th. They were met by golden sunshine, azure skies, the Stars and the Acerras.

The quaint old Inn circa 1800 is in a pretty setting and is one of the original carriage stops on Long Island.

Joe Star, John Acerra, and Ray Katzell conducted a very rigorous auto gymkhana for whomever wished to participate. Winners of the event finished in the following order; 1-Laurence Leprovsky 1924 Silver Ghost, 2-Don Aibel Silver Cloud, 3-Howard Schwartz Blue Corciche, 4-Marv Rogoff 1955 Bentley Sl, 5-Lenny Goldfarb Silver Cloud.

The car event was followed by a leisurely cocktail hour and luncheon, which was very ably arranged by Ginny Star. The luncheon was a perfect ending to a lovely day.



Howard Schwartz getting some driving tips from John Acerra as Joe Star looks on. It was rumored that Howard actually washed the Corniche for the meet — hard to believe?



1934 Phantom II Continental chassis #169RY, body is an "Owen sedan coupe" built by Gurney Nutting to the order and registered design of H.R. Owen, a London R-R retailer. See copy of original design registration dated 12 December 1932. This design was considered especially attractive when introduced and won many concours d'elegance. Many Owen customers requested duplicates of the original one made, and about seventeen in total were produced on the Phantom II chassis from 1933 through 1935. I recently acquired this car, and am just beginning to enjoy it.

Matthew C. Sonfield

Form D.O. No. 1.

PATENTS AND DESIGNS ACTS, 1907 to 1932.



of Registration of Design.

DESIGN

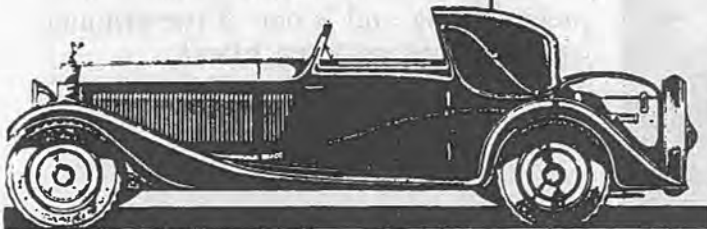
- for -

A MOTOR-CAR

THE PATENT OFFICE DESIGNS BRANCH,
25, SOUTHAMPTON BUILDINGS,
CHANCERY LANE, LONDON, W.C.2.

Number of Registration 778898

PERSPECTIVE VIEW.



The other side of the article corresponds to that shown.

This is to certify that the Design for which a copy is annexed, has been registered in Class one on the 12th day of December, 1932 in respect of the application of such Design to a motor-car, the predominating material being metal

in pursuance of and subject to the provisions of the Patents and Designs Acts, 1907 to 1932, and the Designs Rules, 1932.

H. R. Owen Limited.

M. F. LINDLEY,
W. S. JARRATT,
Comptroller-General of Patents,
Designs, and Trade Marks.

Copyright in this Design will subsist for five years from the above-mentioned date, and may, under the terms of the Acts and Rules, be extended for two further periods, each of five years.

EXTRACT FROM DESIGNS RULES, 1932.

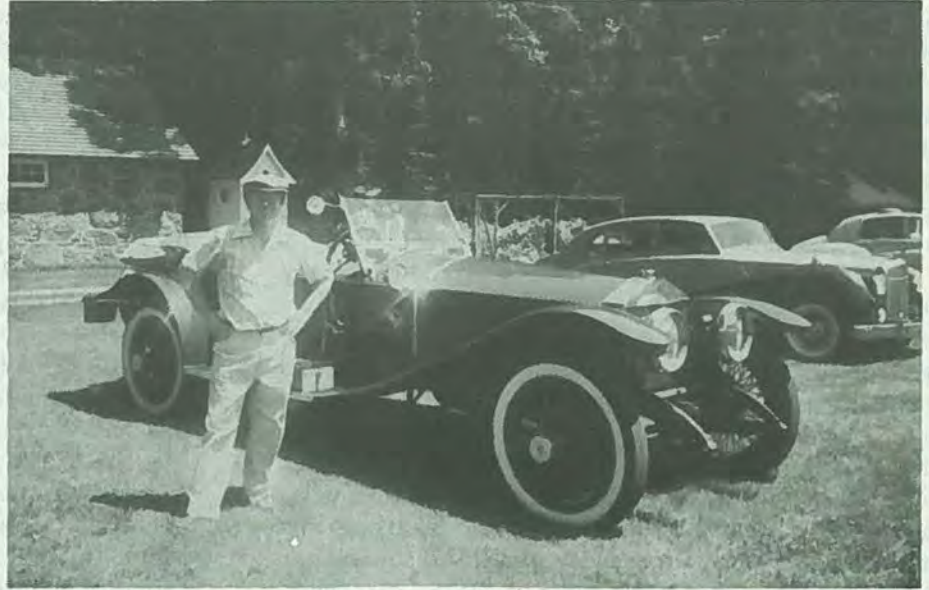
- Rule 64.—(1) Before delivery on sale of any article to which a registered design has been applied, the proprietor of such design shall cause each such article to be marked with the word REGISTERED or with the abbreviation REGD. or with the abbreviation RD, as he may choose, and also (except in the case of articles to which have been applied designs registered in Classes 9, 13, 14 and 15) with the number appearing on the certificate of registration.
- (2) The requirements of the Acts and Rules as to the marking of articles to which registered designs are applied are dispensed with as regards printed or woven textile piece goods other than handkerchiefs.

Notes From The Atlantic Lady

by Ken Curtin



John Parker, Dotty Kaufman and the Curtins at a popular spot on the Blake estate — can you guess?



John Parker Chairman of the meeting at Pres Blakes.

ATLANTIC REGION ROLLS ROYCE OWNERS CLUB MEET JUNE 14, 1986

Photos by IRV KAUFMAN



Everyone enjoyed the special lunch provided by the local church women.

Our Father's Day agenda began with brunch at The Lighthouse Inn, a restaurant slightly set back from the western most trip of New London,

Connecticut's waterfront. As soon as we arrived, we were immediately directed to a table adjacent to an oversized picture window, just overlooking The Thames River. Just as we were seated, I was eager to learn the details of The Atlantic Region Rolls Royce Owner's Club meet in Somers, Connecticut, one day prior. Hence, I asked, "Did you enjoy yourselves, yesterday?" Mother and Father simultaneously replied, "Absolutely!" Mother then exclaimed, "John and Amy Parker did a wonderful job as chairpersons of the meet!" Father readily agreed.

Conversation, sparked, and Father and Mother began to recount all of the day's events. I almost felt as though I was there. And, the more they told me, the more I wished I could have been there.

On June 14, 1986, Father and mother began their day relatively early. But it was rather easy to rise, for they had a great deal to look forward to...another chance to meet with members of the club, and a relaxing drive to Somers, Connecticut.

The drive to Somers, Connecticut was relaxing, as bright, golden sunshine seemed to embody the entire state, as they travelled northward. In 1½ hours time, they arrived at 700 Hall Hill Road--the home of Presley Blake, who was most gracious in making his estate available for the meet.

Upon arrival, father and mother made their way to the rear of the main home of the estate, so they could park their vehicle in the designated parking area. They predominantly saw an array of Shadows and Clouds from New York, New Jersey, Connecticut, and Rhode Island. Father stated that among the cars attending was a 1928 Springfield Brewster Picadilly Roadster S273FP, owned by Allen Swift. Father went on to say that this vehicle is rather unique because Mr. Swift is the original and sole owner of the car that was purchased in 1928. Mr. Swift has used it and driven it, continually, since the date of purchase. Mother said she also admired Richard Johnson's 1929 Phantom II Barker Drophead Coupe 149XJ.

After they admired the P.M.C.s' attending the meet, Father and mother took a tour of the grounds. Father remarked that there are 160 acres with 12 miles of trails. Scattered through-out the central portion of the property are buildings, including a working saw mill, a new barn, a winter cottage, a summer cottage, and a garage. The buildings, which are Early American Replicas, were designed with the lumber cut from Mr. Blake's own acreage. Also on the property are two cutely done, peaked-roof, "portajohns", which are equipped with running water, sinks, and even mirrors.

Mother then said, after a tour of the beautiful grounds, John and Amy Parker had lunch scheduled for midday. Mother also remarked that through the cooperation of Mr. Blake, the local congregational church women's group gave a delicious luncheon in the barn on the grounds. The buffet-style luncheon included chicken salad, blueberry bread, cranberry bread, fresh strawberries dipped in chocolate, and scrumptious chocolate cake. Father then added that all of the members were able to eat outdoors, as tables were placed directly beside the barn.

Suddenly, I glanced to my right, noticing that our waiter was ready to serve our brunch. As father began to nibble, he continued, "...After lunch, we walked over to Presely Blake's garage...and he has a gorgeous assortment of twenty cars, most of which are open, drop-head cars. His magnificent collection even includes a Rolls Royce Replica Balloon car, and he just recently added a beautiful 1925 York Roadster to that collection, which is a fine piece of craftsmanship." I understand that this convertible car

is a beautiful metallic brown, with red-wire wheels and a precious rumble seat. Lining either side of the car are running boards, which sparkle where the nickle-plated brass was mounted. The car also has extra-heavy fenders, which eliminates the need for stone guards. The interior is a pleasant shade of brown as well, accented by a dashboard made of Australian lacewood.

Presley Blake's newest addition to his collection, which Father and Mother could not stop raving about, has a rather interesting story associated with it. This 1925 Springfield Phantom I Chasse, has approximately 1100 miles on it, and it had never been bodied. Mr. Blake sent the car to England, and a York Roadster body was built for it. I understand that the Rolls Royce original warranty of guaranteeing a car for three years after a body has been put on, will still apply. I believe that Rolls Royce will live up to the warranty, even at this date, despite the year of the vehicle. Further, I understand that Mr. Blake intends to drive the car to The National Meet, in Nashville, Tenn. and from there, leave for Florida, where it will remain.

Mother then said it was truly a lovely and eventful day. Father remarked that the meet made it the perfect Father's Day weekend. Our waiter then refilled our coffee. As I sipped the piping hot coffee, I peered out the window overlooking a rather calm Thames River. I studied the water as it gently rolled up onto the shore and I thought to myself, 'Oh, how I wish that I could have attended the Atlantic Region R.R.O.C. meet, June 14, 1986.'

by Miss K. Curtin



Photo by IRV KAUFMAN

Pres Blake and the RR Roadster in front of one of the authentic colonial buildings built on the grounds of the estate.

ELECTION OF OFFICERS

Election of officers will take place during the annual business meeting to be held Sunday, November 19, 1986 at 10:00 AM in the Old Mill Inn, Bernardsville, New Jersey. Officers and Committee Members whose terms expire are:

Secretary Grace Tauber
Committee Member Samuel Ornstein
Committee Member Walter Snyder

A complete listing of Officers, Committee Members, and expiration of terms appears elsewhere in this issue of "The Atlantic Lady".

Past Chairman and current National Vice President International Affairs, Ed Eaton will chair the nominating committee. Other members of the nominating committee are:

Clifford Feder
John Harwood
Leonard Goldfarb
Theodore Mintz
Victor Nevins
Richard Podoloff

Recommendations for nominees to fill the above offices should be directed to Chairman Eaton or any nominating committee member.

Please note also that Article 9 of the By Laws contains the following: "Any member may make a nomination by a petition signed by ten members and mailed to the President forty-five days before the annual meeting."

A listing of nominees and a ballot will be included in the next issue of "The Atlantic Lady."

A Note to Grace Tauber...

Dear Grace;

We've got an imminent change of address...major type. As of 8/1/86 we'll be at Stan Route 1, Box 426, Satsuma, Florida 32089. A card is going to the Atlantic Rally folks, also.

This move has been coming for a while and is one of the reasons we've not been participating. Hopefully we'll get up summers and show ourselves occasionally.

Best regards to all.

Halsey Bullen

Getting nervous about moving, but it should be fun as Halsey has built a house (next to my brother Caleb Hyatt) and it is very rural...about 40 miles south of Jacksonville. 'Twill be different and warmer mostly for us both. Miss seeing you all.

Sally

JOURNEYS WITH JOYCE by JOE STAR

We met one misty September morn of 1963, in the dank, dark tarn of a garage in Seagate. Her majestic beauty somehow shone through the ruins of decades of good fortune and bad. There she was! - my long-sought Phantom love, but she was not at all like what was expected.

I purchased 202-AJS, a 1931 Rolls-Royce Phantom II Keswick Town Car, before even circling her 19 foot 1 inch span, paying no attention to the tattered top, decayed leather, shabby truck tires and layers of grimy dirt. It seemed an important mission of mercy to rescue this wounded patrician lady from further vicious attacks on her person, and to get her away from all that as soon as possible. But how do you move 3½ tons of dismaying-looking machinery some 40 miles through the meanest of streets early on a Sunday morning?

There was no other way--she had to propel herself, and that was the first of many requests that Joyce never failed to fulfill over the more than 20 years of our symbiotic relationship. The engine miraculously started with alarming hesitations and noises; she must have sensed the urgency and finality of her predicament, so with a last heroic effort she painfully made the transit to Roslyn and to her own salvation.

On the Expressway, nearing home, one of the neighbors pulled along-side and shouted "Do you think you can have that ready for Jackie's wedding?". Our daughter was thirteen years old at the time, so he thought it was an awfully clever put-down, but you can guess the outcome. In 1977 Joyce made good on that request, with utter magnificence.



Photos by BOB GLUCKIN

An astonishing thing was that very little was missing and the really important parts were undamaged. Joyce was merely misunderstood! Carburetter linkages were scrambled, the magneto was disabled, the fuel system was bypassed with a very tacky electric pulse pump, wiring had decayed, brakes and tires were worn out, thick layers of greasy dirt covered everything, but the general condition indicated her previous life.

Joyce still bears her original paint and striping quite respectably too; her 20 brake shoes have been relined; wood has been replaced in the rear window; new leather to original specifications covers

the front seats; original type cloth and carpets made in England replace the damaged portions in the passenger compartment; and other details have been corrected; sometimes by merely rearranging parts to conform to the edicts of our mentor, Sir Frederick Henry Royce, Baronet. I know he would be pleased.

His creation has never failed to start and has never stopped on the road. Virginia was slow to warm up to the interior, but now we three take long journeys in silence and comfort. A trip to Chapel Hill, North Carolina, for my 45th class reunion at the University, was handily done by crossing the mountains without effort on the hottest day in June. On arrival we were ushered into the stadium where hundreds of alumni rose and applauded.

Economic and academic attrition in 1937 was fearful. Out of the 35 who started, it was Joyce's proudest achievement to take the entire graduating class of 5 engineers and their wives to the reunion banquet.

In the fall of 1983 the three of us went on a cruise to the Bahamas. Then we sailed to Florida and motored to Roslyn, New York, starting with a



magnificent moonlight ride from midnight to 4 AM, immediately upon landing in Miami.

Joyce is in the habit of visiting my sisters in Connecticut and New Hampshire. She takes side trips through the Kancamagus Wilderness Highway and to the National Parks in New England. She happily climbed Mt. Washington as if in an automotive version of "The Old Lady Shows Her Medals". There seems no end to the Easter parades, historical society meetings, picnics and social functions that she delights in attending.

Discreet inquiries into her past have revealed that she was the consort of Robert D.L. Gardiner and Edward S. Nugent, whereupon the Suffolk County Historical Society requested an appearance at Sagtikos Manor during a National Preservation Trust celebration. Mr. Gardiner's reaction at finding his original Rolls-Royce Phantom II parked in the accustomed spot in front of his ancestral home is difficult to describe. He subsequently invited us for lunch and related tales of how his forbear had hidden Captain Kidd's treasure on his island, and then had received a portion of it from which the gold dinner service was made! (As you may know, Captain Kidd was later taken to England, tried, and hung for piracy).

Equipped now with every one of her original tools and spares Joyce awaits further adventures to add to these and the many that have not been mentioned. She attends meetings of the Rolls-Royce Owners' Club and regularly accompanies her friends to events at Lime Rock. By keeping an album of photographs and press clippings she seems to hope that eager fans will someday ask that she write her memoirs.

Rolls-Royce: *Reassuringly Right!*

A Visit to the Factory

The more things change, the more they remain the same . . . Whilst the latest generation of motor cars from Rolls-Royce are the best ever, and improve by quantum leaps on the previous ranges, the quality of craftsmanship that goes into their production seems to be as high as it is possible to be.

Story and photos by
Dennis Foy

The Rolls-Royce is more than a mere motor car; it is the embodiment of national pride, a large and foursquare monument to all that is great in Great Britain. And nobody believes that more than the people who build the car.

Driving along the main road into town, you will pass a signpost bearing a crest, and the legend "The Borough of Crewe and Nantwich. Home of the best car in the world," which sums up perfectly the local pride in the marque. Originally more famous for its links with the railway, Rolls-Royce moved their motor production to Crewe just after the Second World War — and the town has been synonymous with this most aristocratic of cars ever since.

I must confess, my first view of the inside of the factory was something of an anticlimax — I could have been in the repetition department of any large engineering concern, with rows of lathes, millers, borers, and drilling machines stretching out almost as far as the eye could see. The machine operators were taking lumps of metal out of a mesh skip, machining them, and placing them into another skip ready for the next process. At this stage those components could be for just about any sort of machine, but then I began to spot the odd item with a purely automotive application; a rough-forged crankshaft blank, then a skip full of part-machined axle pinion gears. Maintaining a steady progress through the shop, I noticed a crankcase, a bright aluminium casting with an engineer busy inserting a set of steel liners into the eight bored cylinder holes. Then I happened upon a little old chap patiently filing away the last traces of burr from a freshly-machined crankshaft.

Just beyond is the engine assembly area,

where a select handful of craftsmen are slowly and painstaking building up the hundreds of precision-made and balanced components which make up the 6.75 litre V8 Rolls-Royce engine. Off to the right is a small room containing three men, all fastidiously measuring the many pieces of a stripped-down engine. The mill had been pulled at random from the assembly area, bolted up to a dynamometer, and subjected to the equivalent of 40,000 miles of full-power motoring. And if so much as one component fails to match the prescribed maxima of wear levels, the complete batch from whence it came will receive remedial surgery. Interestingly, variations in specific power output from tested engine to tested engine rarely exceed more than a couple of percentage points. If there is ever a substantial difference, somebody wants to know why.

From the engine shop, it is but a short walk across the yard to the department which receives the virgin bodysells from the pressing plant. Every panel is subjected to the closest scrutiny, and every imperfection, no matter how slight, is marked both on the shell and in the car's build-history book. Only when the remedial work has been carried out, and the shell is consequently perfect, will the shell progress to the paintwork shop.

To describe the cars as being painted is rather a sweeping understatement, akin to saying that the Sistine Chapel has got rather a nice mural on its ceiling. Having been thoroughly scrubbed with wire wool, the shell will be zinc-coated on all steel surfaces, then cleaned by five distinct and separate processes before an acid-etch primer is applied. A moisture sealant paint coat is the next process to be applied,

continues



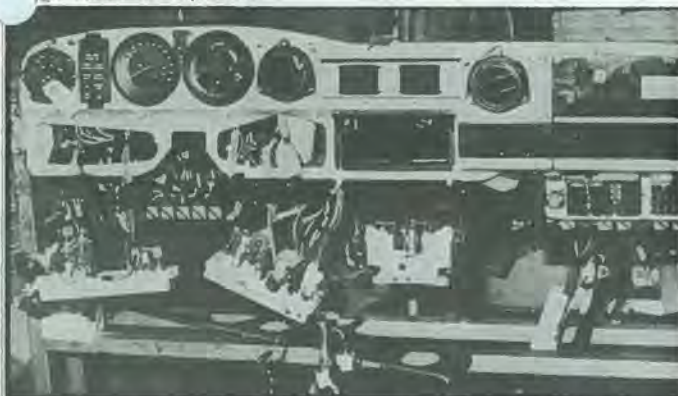
Local civic pride in the Rolls-Royce name is typified by the signs on all of the roads into the Borough.



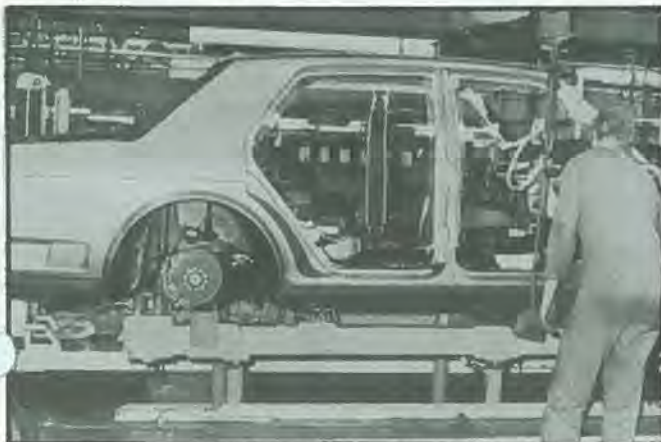
At frequent intervals, an engine is taken at random from the line, and given the equivalent of 40,000 miles hard work. Then it is stripped and every component measured for wear.



As soon as bodies come in from the pressing plant, they are inspected closely, and all imperfections marked. After all faults are rectified, the shell is passed on to the paintwork department.



Fascia panels are pre-assembled in a separate area before being installed into the painted, but otherwise bare, bodysells.



Now starting to become a real Rolls-Royce, Silver Spirit No. 13994 still has weeks of work to go before it is delivered to the dealer who placed the order.

continued

prior to the internal joints being sealed. A double layer of epoxy primer follows, after which road-exposed surfaces are treated with a compound which underseals and offers sound insulation. Following a thorough inspection, a double coat of primer-surfacer is applied, followed by several double coats of the prescribed body colour. An hour in the finishing oven hardens the paint before the shell is released to the build department. Again, those responsible for each operation and inspection will endorse the history book.

The wiring loom and fascia have been pre-assembled in a separate department, and these are installed into the shell, along with such items as the seat belts. Whilst one team is seeing to this, further into the shop another team is carefully assembling the front and rear subframes. Basing all of their work upon a jig to ensure total accuracy, the intricate suspension, the enormous brake assemblies, and the engine and transmission system are located and fixed into place. By this stage, the engine will have been run in on a test-bed, fueled by North Sea gas in the interests of clean running. At the prescribed moment (an event that takes place once an hour) the bodysell is lowered carefully onto the subframes, and the parts become a car.

At the time of placing the order, a prospective owner will have specified the desired interior fitments, and the woodwork and trim shops will have been busying themselves meeting these requirements.

Walking into the woodwork department is like taking a step back in time, as a small team quietly occupies its time first selecting the finest veneers from the vast selection available to them (buying teams travel the world to bring together the finest walnuts and maples, and these are stored in the dank humidity of a cellar at Crewe until required. The veneers are, anyway. I understand that the buyers are allowed to occupy an office between trips.) then laying them up onto the pre-cut mahogany panels. Mirroring the grain patterns throughout the car is of paramount importance to these men. Although black walnut is the obvious choice for a Rolls' interior, there are other options available, such as birds-eye maple or black-stained mahogany. Whatever the taste of the prospective owner, and whatever the options of the woodworkers, the amount of effort expended will not vary. The impression I gained was that every trim panel was being made as though it were for the only Rolls-Royce that would ever be built.

The same attitude prevails in the trimming shop. Only the very finest hides are purchased from Connolly Brothers, and eleven complete matching skins will be expended on each car. A tremendous amount of time is spent selecting which parts of what hide are to be used on specific applications within the car; the thinner sections will go into the door trims, whilst the thicker parts go to high-wear application such as the seats and the armrests. The thin strips left over after the main panels have been cut from a hide will not be wasted — they will be used to edge-trim the broadloom carpets which feature throughout the car.

As the car progresses along the line, the products of those two departments are added, as are such useful bits as the doors and the glass. The further along the line it goes, the more it resembles a complete car. But before it makes the grade and becomes a real Rolls-Royce, it has to prove its mettle in a thorough road test. With covers over everything, no lights, no grille, and so forth, cars can be seen leaving the factory at the start of a drive around the county of Cheshire. Running on different types of road and at varying speeds for up to 150 miles, the cars are put through their paces by the engineer behind the wheel. It is a tribute to the quality of the build that little other than minor alterations and adjustments ever need to be attended to after the test.

In a small workshop in the heart of the factory, one of a small team will have spent the best part of a day silver-soldering together eleven pieces of stainless steel. By the time he finishes his task, he will have produced a superb sculpture, the much-revered, Greek Parthenon-inspired radiator grille shell. Each and every facet of the structure will have been taken from flat sheet, but will at the end of his toils bear a slightly convex curve — were they

left flat, the panels would appear by optical illusion to be concave. This visual-compensation process is known as *entasis*, and was used by the Greeks in the construction of the Parthenon as well. Only when the polishing process is complete, and the inspector happy that not a seam is to be seen, will the famous RR badge be affixed. The complete shell will then find itself affixed to the front of the car — but only after the bodyshell has received yet another coat of paint.

The crowning glory to the Rolls-Royce is the mascot, the 'Flying Lady,' the Spirit of Ecstasy. In 1911, Rolls-Royce announced to the world that they were less than happy with the number of rather poor-taste ornaments seen disfiguring the famous radiator. At the behest of the then-Lord Montagu of Beaulieu, one Charles Sykes, painter and sculptor, was commissioned to produce a tasteful mascot for hopeful adoption by the RR board of directors. The result was the Spirit of Ecstasy, and present-day copies are still made by the same method that spawned the original; a wax moulding is made of the figure, and this is encased in a refractory china-clay material. The wax is then melted out of the mould, and white metal (stainless steel) is then poured in. Once the molten metal has set, the clay is chopped off, and the figurine polished by hand. As you may gather, the chances of there being two identical copies of the Spirit are slim. In strictly accurate terms, the figurine is a bauble, a mere embellishment. Emotively, it is the very essence of the Rolls-Royce tradition, the symbol of all the many months of work which go into building this superb machine. Long may she continue to fly.

As part of my tour, I was given the opportunity to try out the Silver Spur, and it was with a degree of trepidation that I slipped into the cream leather driving seat. This was not so much because of the value of the vehicle (it costs roughly twice what my wife and I paid for the family home) but because my last encounter with a Rolls was less than happy; I had taken the wheel of a Silver Shadow, was less than impressed by the feel-less steering, the over-soft suspension, and the too-sensitive brakes. (Sounds like one built for the American market. —Ed.) It had been like driving a mattress on wheels, and I much preferred the Saab Turbo I'd been using at the time. Now, after a tour of the factory and a number of conversations with the staff who build these machines, it was time to try out the latest model — and I was praying that it would be better than that Shadow had been.

I need not have worried. A tremendous amount of engineering research has gone into the current range, with the result that the company has produced a car which sets out to do a job, and achieves its aims with consummate ease. The steering is still light, yet the powered rack-and-pinion constantly advises the driver of what is going on at ground level. The suspension system, with its complicated self-levelling system, is nothing short of superb in the way it deals with all manner of road surface imperfections. And those leather-clad seats are nothing short of sybaritic. The big lazy eight delivers ample power with a silent effortlessness, and the operation of the electrically-controlled automatic transmission is flawless in its operation.

Whilst by no means a small car, the Silver Spur is surprisingly easy to maneuver in traffic; aim the Spirit of Ecstasy at a gap in the traffic, feed in a little power, and slip through the hazard onto the open road. It took me but a few moments to get the knack of the regal wave, too; Rolls-Royces seem to bring out the best in other drivers, with right-of-way being acceded by all in favour of the Spur. The correct acknowledgement of such chivalrous behavior is a smart wave of the right hand, wrist firm and fingers extended but together. As I said, I soon got the hang of that particular gesture.

Sitting higher than most car drivers and looking out along the expanse of bonnet towards the silver statuette engenders a Rolls driver with an air of quiet superiority that no other car could match. Provided the driver can cope with the attention, (In a Porsche or Ferrari, it is the car which gains the looks of longing from passers-by. In a Rolls-Royce, it is the driver who is stared at.) the Silver Spur is a wonderful way to travel. □



A corner of the woodwork shop. The operative is making up a picnic table for the rear seat of a Silver Spur. Note the specimen panels on the wall.



As the car progresses through the build shop, it will jig-mounted and turned its side whilst the brake systems are installed.



This is how the cars go out on road test. Only when any faults which come to light during the test have been rectified, and the car given a final coat of paint, will it be allowed to gain the famous radiator grille.



The final product. The Silver Spur shown here features a four inch longer wheelbase than its sister model, the Silver Spirit. Whilst its updated styling over the previous range is the subject of quite varied opinion, it is without doubt the best Rolls-Royce ever built.

HERSHEY '86

In 1985

The RROC Hospitality Tent, provided:

- Innumerable RR/B spares, pre- & post-war
- tools
- handbooks & sales catalogues
- clocks that keep time
- food: hot dogs, beverages
- tech info
- good conversation
- 250,000 impulse buyers
- time to enjoy all the above

In 1986

More of same. Consign items for sale. Commission of 20% to the Club to cover overhead. Unsold items returned or held 'til '87

Send unneeded parts to:

Dick Frawley, 322 S. Concord Rd.
West Chester, PA 19380 (215) 436-8668

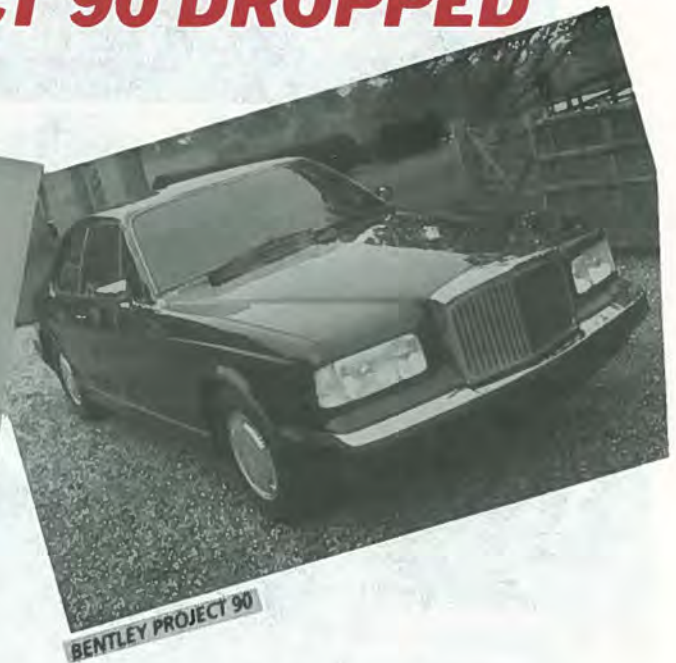
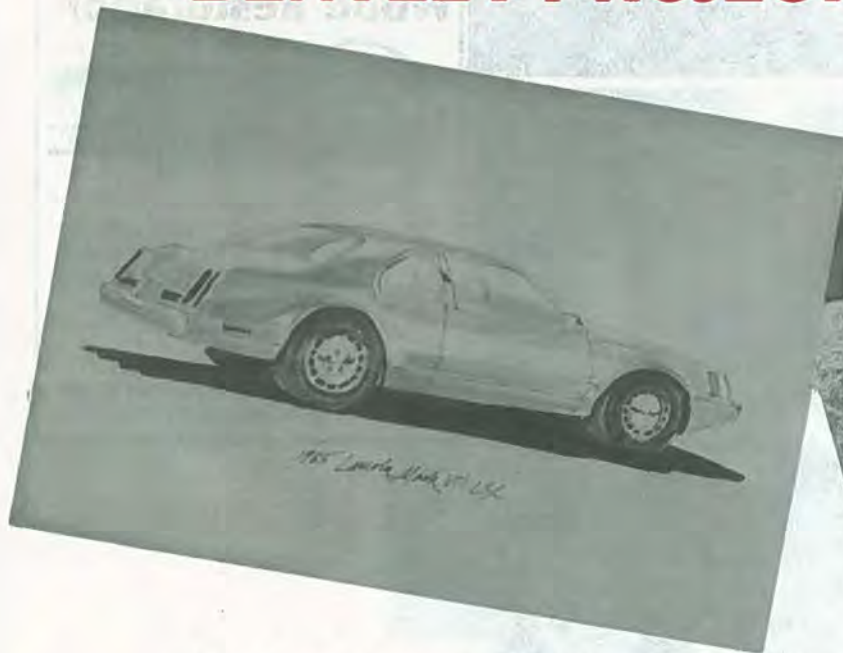
Keystone Region RROC

October 9 - 11

Spare Parts

We don't play hard to get. RROC (Keystone Region) runs an RR and B parts and hospitality tent at Hershey each year. This time it is October 9th to 11th. We offer a cool, shady spot to sit, and to enjoy food and drink with like minded enthusiasts for 3 days running. If you have parts or literature to spare, a fellow enthusiast will be delighted to purchase them directly from one of our many parts tables. Also, notices of cars for sale (photo strongly advised) can be posted on the tent bulletin board. We look forward to seeing you at Hershey in October — we're located in the Chocolate Field, space C2F52-56. For full details, write or call John Dennison, 322 South Concord Road, West Chester, PA 19382 (215) 436-8668.

BENTLEY PROJECT 90 DROPPED



Word is that the Bentley Project 90 has been dropped. Many have noticed the similarity to the Lincoln Mark VII. With such a strong heritage it would be a shame to end up looking like and American iron box. It could be worse — it could end up looking like a peice of junkanese scrap metal...hope the future looks better than this!

EDITOR

FALL VINTAGE TOUR

By Arline Schwartz

Tune up your motor and polish your car,
For the Fall Vintage Tour, please be up to par,
To ride in the Berkshires and see every sight,
The seasonal splendor's a wondrous delight.

September's the month, twenty-one through six,
Pre-war Bentleys and Rolls' will be a fine mix.
Our hub is the Inn that's called Seven Hills,
It's homey and charming without excess frills.

We'll lunch with Pres Blake - his collection we'll view,
And riding a race track is something we'll do.
We'll browse for antiques in New England shops,
A fine art museum will be one of our stops.

Our meals morn and night will be cooked with a flair,
And activities planned by people who care.
Each day's adventure will be lots of fun,
Shared with good friends till the Fall Tour is done.



An early ghost and an early Bentley are good examples of what you will be seeing on tour through the beautiful mountains of Conn. & Mass.

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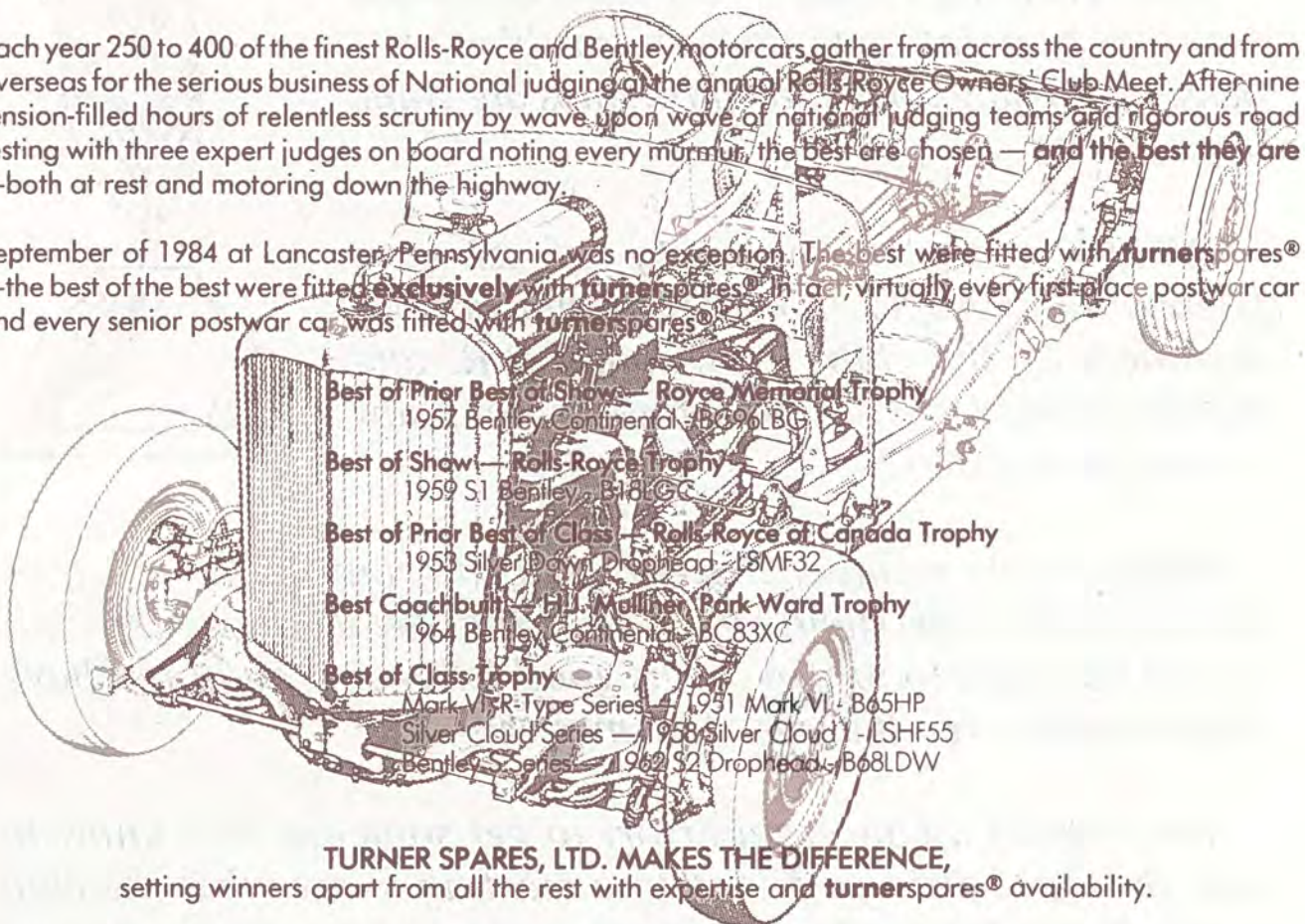
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September of 1984 at Lancaster, Pennsylvania was no exception. The best were fitted with **turnerspares®** — the best of the best were fitted **exclusively** with **turnerspares®**. In fact, virtually every first place postwar car and every senior postwar car was fitted with **turnerspares®**.



Best of Prior Best of Show — Royce Memorial Trophy

1957 Bentley Continental - BC96LBC

Best of Show — Rolls-Royce Trophy

1959 S1 Bentley - B18GC

Best of Prior Best of Class — Rolls-Royce of Canada Trophy

1953 Silver Dawn Drophead - LSMF32

Best Coachbuilt — H.J. Mulline Park-Ward Trophy

1964 Bentley Continental - BC83XC

Best of Class Trophy

Mark VI R-Type Series — 1951 Mark VI - B65HP

Silver Cloud Series — 1958 Silver Cloud - LSHF55

Bentley S Series — 1962 S2 Drophead - B68LDW

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Over the next few issues we will feature some of those special items which build winners — items available virtually nowhere else in the world.



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Take a moment to phone Michelle at 201-225-5800 and request a complimentary get-acquainted copy of the current **turnerspares®** 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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BOX 396, EDISON, NEW JERSEY 08818 PHONE 201-225-5800

EDITORIAL COMMENTS

One recurring theme in car club editorials seems to be pointing to the same problem. Expenses are going up and memberships are going down.

What's wrong? How many of us have friends with proper motor cars that are not members of the club? How many R.R. and Bentley owners are out there that do not know a club even exists?

Being a new member it seems that the club has so much to offer I can't understand why people that are aware of the club would not want to join in on the good fellowship and fun I have experienced over the past few months.

How about a concerted effort to get someone you know to join the club? Bring a friend to a meeting to see what the club is all about. We need to grow to survive. If you have any new ideas or face the need to air a complaint why not use the Atlantic Lady to air your point of view — I welcome your ideas and comments — your probably not alone!



Respectfully Submitted,

A handwritten signature in red ink, appearing to read 'Bob Gluckin'.

BOB GLUCKIN, EDITOR

September-October

1986



The Atlantic Lady

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



Classic Car KOLBS' *Carnival*

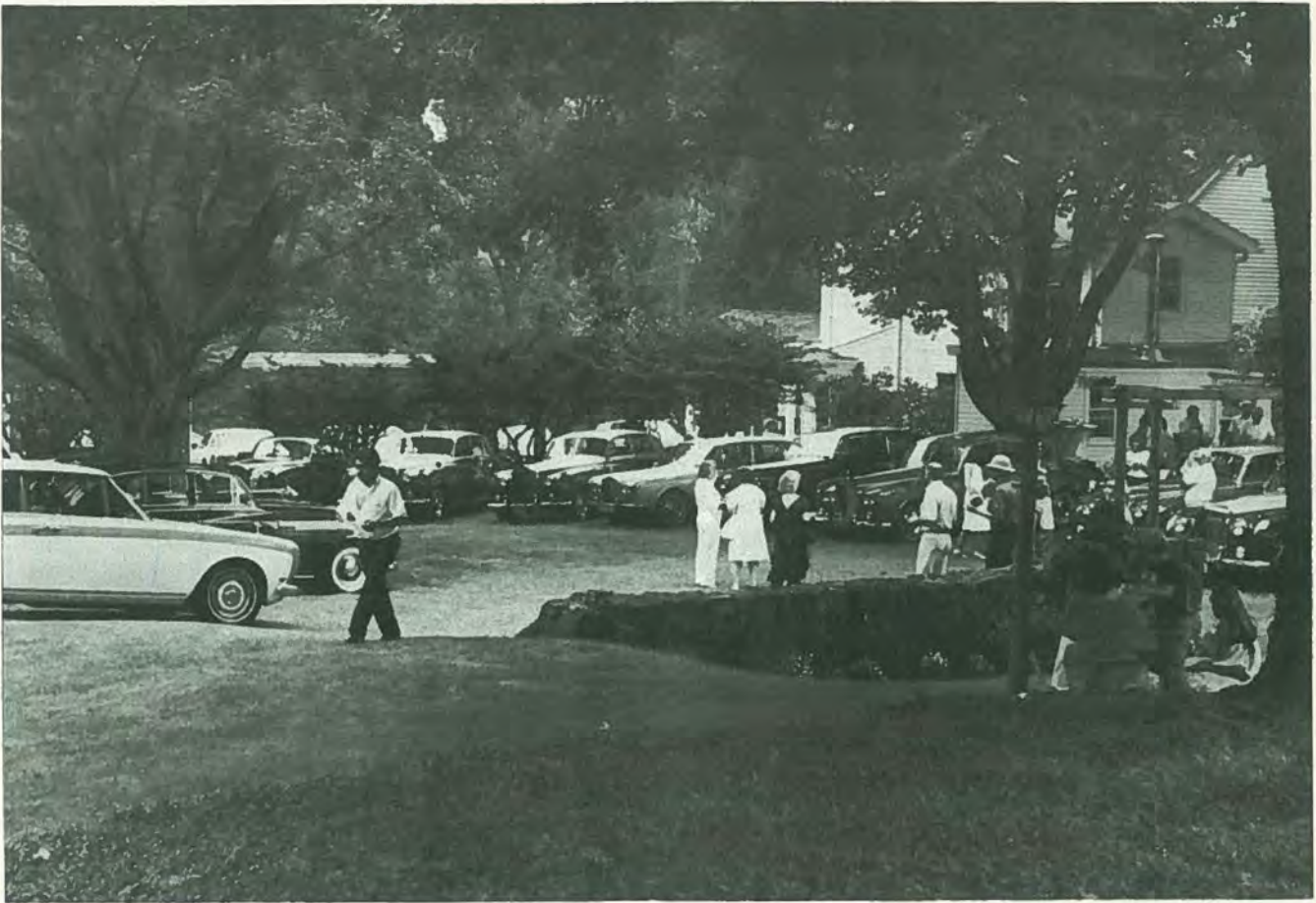


Photo by Bob Gluckin

A grand display of proper motor cars graced the sculptured grounds of Don and Dottie Kolb. A grand time was had by all, even mother nature helped out with a ray of sunshine now and then.

DOWN THE ROAD ATLANTIC REGION RROC

Calendar (subject to change)



- Sept. 20, Sat. N.J.
Bob Gluckin — Car Show and Polo match for the benefit of the Somerset County Mental Health Association.
- Sept. 21-26 Mass.
Ted Mintz, National Vintage Tour
- Oct. 25 L.I.
John Harwood-Chas. Marrongiello, Annual Meet & Concourse
- Nov. 15-16 N.J.
Dot & Irv Kaufman, Annual Meeting, Old Mill Inn
- Nov. 16, Sun. N.J.
Ed McLaren, Board Meeting, Old Mill Inn
- Dec. 6, Sat. Conn.
Ted Mintz, Xmas - Chanuka Party

CHAIRMAN'S MESSAGE

Each time I prepare a Chairmans message a myriad of kaleidoscopic thoughts pass through my mind; most are positive, but I must admit that on occasion some are rather negative. Editor, Bob Gluckin and those contributing to the newsletter spend many hours of their personal time and then find that their efforts are unread by a part of our membership. Officers and Committee Members as well as Meet Chairpersons spend endless hours arranging meets and then have less than ten percent of our membership attend. A significant portion of our members are in arrears with their dues. Not one response, disagreeing or agreeing with the content of the Chairman's Message, has been received since I have had the responsibility for preparing it.

On the other side of the ledger we have had an excellent program to date and are looking forward to three more events of the same calibre before the year is over. Your participation in these forthcoming activities will do much to insure that our twenty-first year will finish in high gear.

The underlying tenor and philosophy of the message has not changed from the preceding ones, PARTICIPATE AND ENJOY!!!

PLAN TO ATTEND



Bob Gluckin, Editor
6 Starling Road
Randolph, New Jersey 07869
(201) 366-3591

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3 Terminal Road
New Brunswick, New Jersey 08901

OFFICERS FOR 1986

	TERM EXPIRES
Chairman	Edward McLaren 1987
Treasurer	Emily Walker 1988
Secretary	Grace Tauber 1986
Vice Chairman, Activities	Irving Kaufman 1987
Vice Chairman, Communications	Robert Gluckin 1987
Vice Chairman, Judging	John Harwood 1988
Vice Chairman, Technical	Richard Podoloff 1987
Committee Member	Charles Curtin 1988
Committee Member	Samuel Ornstein 1986
Committee Member	Norton Rosenberg 1988
Committee Member	E. Walter Snyder 1986
Assistant Treasurer	Eleanor McLaren
Membership Chairman	William Lueddeke
Immediate Past Chairman and Vice President, International Affairs RROC	Edgar Eaton
Past Chairman and Director	
Regional Representative RROC	Theodore Mintz

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National RROC ELECTION OF OFFICERS

TO ALL MEMBERS:

The following are the nominees for the election to office in The Rolls-Royce Owners Club for terms beginning January 1, 1987.

President: Nicola Petroff
Executive Vice President, Activities: John E. Scheve
Vice President, International relations: Edgar P. Eaton
Vice President, Judging and Awards: Robert Sessions
Vice President, Membership: Del Woodard
Vice President, Publications: Richard Bolen
Vice President, Regions: Ted Mintz
Vice President, Technical-Pre War: Everett Pauls
Vice President, Technical-Post War: Bruce Hill
Secretary: Sam Girdler
Treasurer: Walter Blenko
Director "Mid Pacific" geographical area: Robert Burkholder
Director "Northeast" geographical area: Steve Antine
Director "Southwest" geographical area: Charles LaRocco
Director "Mid-Continent" geographical area: Richard Morrison

THE NOMINATING COMMITTEE

Robert Burkholder, Ca-resigned 9-4-1986
Bloor Redding, IN
Robert McMichael, FL
Shayne Davis, B.C.
Ray Gentile, KS
Frank Alloca, NJ
Bob Barrymore, Chairman, CA

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Classic Car **KOLBS'** Carnival

by Dottie Kolb

On August 16th, in spite of threatening weather, over 70 members and guests arrived at Dottie and Don Kolb's home in West Redding, CT to participate in a day of fun. Sixteen Rolls-Royces and Bentleys bravely made the trip from NJ, NY, and parts of CT.

For close to an hour everyone was entertained by the outstanding playing and singing of the Easton Banjo Society of CT. The group, all male and dressed in straw hats and red and white striped vests, played foot-stomping and hand-clapping music which was familiar to both young and old in attendance.

Another event was a talk on judging given by our own member, Dick Podoloff.

Food, of course, was another highlight of the day with all enjoying hot dogs, hamburgers, salad, peanuts and chips and to top it off, home made vanilla and chocolate ice cream cones. This was all washed down with a choice of beer, wine, or lemonade. Hopefully, no-one left the party hungry.

The finale of the day was the frog race. Eight contestants jockeyed their frogs across the finish line using water pistols to make them move. First and second place frogs had a "jump off" with Reed O'Connel, a prospective new member, and his frog, DeSoto Dasher, coming in first. The day ended with some happy winners collecting on their bets and then with all starting off for home with the sun finally breaking through.



Photo by Irv Kaufman

Our very gracious host and hostess Don and Dottie Kolb.



Photo by Irv Kaufman

Carolyn Kaufman didn't know before hand that she had to touch them!



Photo by Bob Gluckin

Chairman Ed McLaren and his wife enjoyed the fun.



Photo by Irv Kaufman

The game contestants for the frog race because the frogs were led to the post...After was another story...



Photo by Bob Gluckin

The whole gang sang along with the gents of the Easton Banjo Society

HELPING HANDLING

Tony Dron samples a Rolls-Royce handling improvement package

STRONG family connections with the engineering side of Rolls-Royce motor cars coupled with a career background in chassis development and competition driving have led Rhoddy Harvey-Bailey to produce special handling improvement packages for the Crewe marque. Since I bought a Bentley T-Type, so many readers have written to me recommending that I fit one of these packages to my car that I decided to make further investigations.

So it was that Mr Harvey-Bailey and his partner, Graham Martin, arrived at the T&CC offices with an R-registered Silver Shadow II, complete with the revised suspension, for a direct road test comparison with my car. The kits can be applied equally well to all recent Rolls-Royce and Bentley models, so the fact that my car is a late T1 was of no consequence.

I have to report straight away that the improvement in the road behaviour effected by these modifications is very marked indeed yet you cannot tell by looking at the car that anything has been done at all. I can only agree wholeheartedly with the customer who wrote of the package: "This has without doubt transformed the handling of the car... I would fully recommend all Shadow owners to take advantage of this conversion and enjoy driving the car."

Another enthusiastic owner wrote in to say that the difference was so great that he did not recognise his car on collecting it, while his five-year-old son even asked him if it was a new car!

What does the package consist of? First of all, we have reported recently on the latest Bentley Mulsanne and Eight R-Pack suspension; the Harvey-Bailey Engineering modifications attack the same problem, namely excessive roll when cornering and pitching on undulations, but offer a different solution. While the latest Bentleys have been improved beyond recognition mainly by the use of stiffer dampers and bigger anti-roll bars, the Harvey-Bailey packages involve the use of the newly-designed springs and stiffer anti-roll bars, but the latest standard dampers are retained.

Testing began on the Harvey-Bailey modifications early in 1985 and by October of that year they began to go on sale. The biggest headache came in



Roll on this standard Bentley would be reduced by 65% with a Harvey-Bailey handling package

tackling the problems of designing new springs. Harvey-Bailey wanted to create a package that did not cause a deterioration in ride quality; after all, a Rolls-Royce with a poor ride would hardly be classed as a Rolls-Royce at all.

When I drove the modified car it felt right straight away. That awkward pitching, making the front of the car waft up and down, is entirely absent and that in itself makes a tremendous improvement. While the standard cars need small corrections to keep them running straight, the modified car was stable: another improvement.

But it is in the corners where the benefits are most obvious. The steering is far more responsive and body roll is properly controlled: Harvey-Bailey claims a 65% reduction in roll at the cornering limit but, subjectively, it feels even more. The absence of that familiar feeling of 'floating', coupled with the reduction in roll, keeps the tyres much nearer to the desirable upright position and in better contact with the road. Thus the speed at which corners can be taken is markedly increased. If you choose to stick to your accustomed cornering speeds, as many Rolls-Royce owners might, the transformation in the handling qualities of the car remain very apparent — and such owners will find that their tyres last up to twice the mileage of those on the unconverted cars. Both the cars in this test were on standard Avons.

For the photographs we found a corner which could be taken briskly at 30mph. Rhoddy Harvey-Bailey drove the modified car and I drove my Bentley; later on we

swapped over. The difference was so obvious. I could feel my car rolling and I winced at the thought of my tyres being scuffed away on their outer edges. The modified Shadow simply kept on an even keel and negotiated the corner smoothly and under perfect control. An unexpected bonus point for the converted car was that it was actually much quieter inside and out in terms of tyre noise when cornering.

Harvey-Bailey carried out decibel level tests for bump thump inside standard and modified cars and they came out almost exactly the same.

Further tests were carried out in the development stage to check that the modified cars showed all the benefits whether fully laden with four passengers and a boot full of luggage, or simply with a driver. It was also fully tested in wet conditions and Rhoddy Harvey-Bailey claims that the car is not prone to such defects as premature wheel-locking under braking or sudden attacks of oversteer when cornering really hard. Though I was not able to repeat all these conditions myself, I am sure his claims are valid.

These Harvey-Bailey packages have the blessing of Rolls-Royce and Bentley on their older cars, though at this early stage the question of the validity of new car warranties has not been discussed. No doubt it will be in due course: it's good to know that Rolls-Royce are able to take good ideas like this on board these days. Not so long ago there were forces at work there which simply claimed that a Rolls-Royce was the best car in the world, while the truth was that they had not even bothered to look at the opposition.

Harvey-Bailey kits can be fitted in the North of England by Roy Dyer of Stockport, while in the South it can be done by Hoffman and Mountfort Ltd of Henley. The price is £1,280 plus VAT fully fitted and ready to go, and the work takes less than two days. Owners of the very early Silver Shadows without any rear anti-roll car will have to pay a little extra and in those rare cases the cars should be taken to Harvey-Bailey Engineering for Graham Martin to manufacture a tailor-made part and fit it himself. The address for enquiries: Harvey-Bailey Engineering, Hall Noo Cottage, Hollington, Nr Brailsford, Derbyshire DE6 3GA (Tel: 0335 60752 and workshops: 028373 4240).

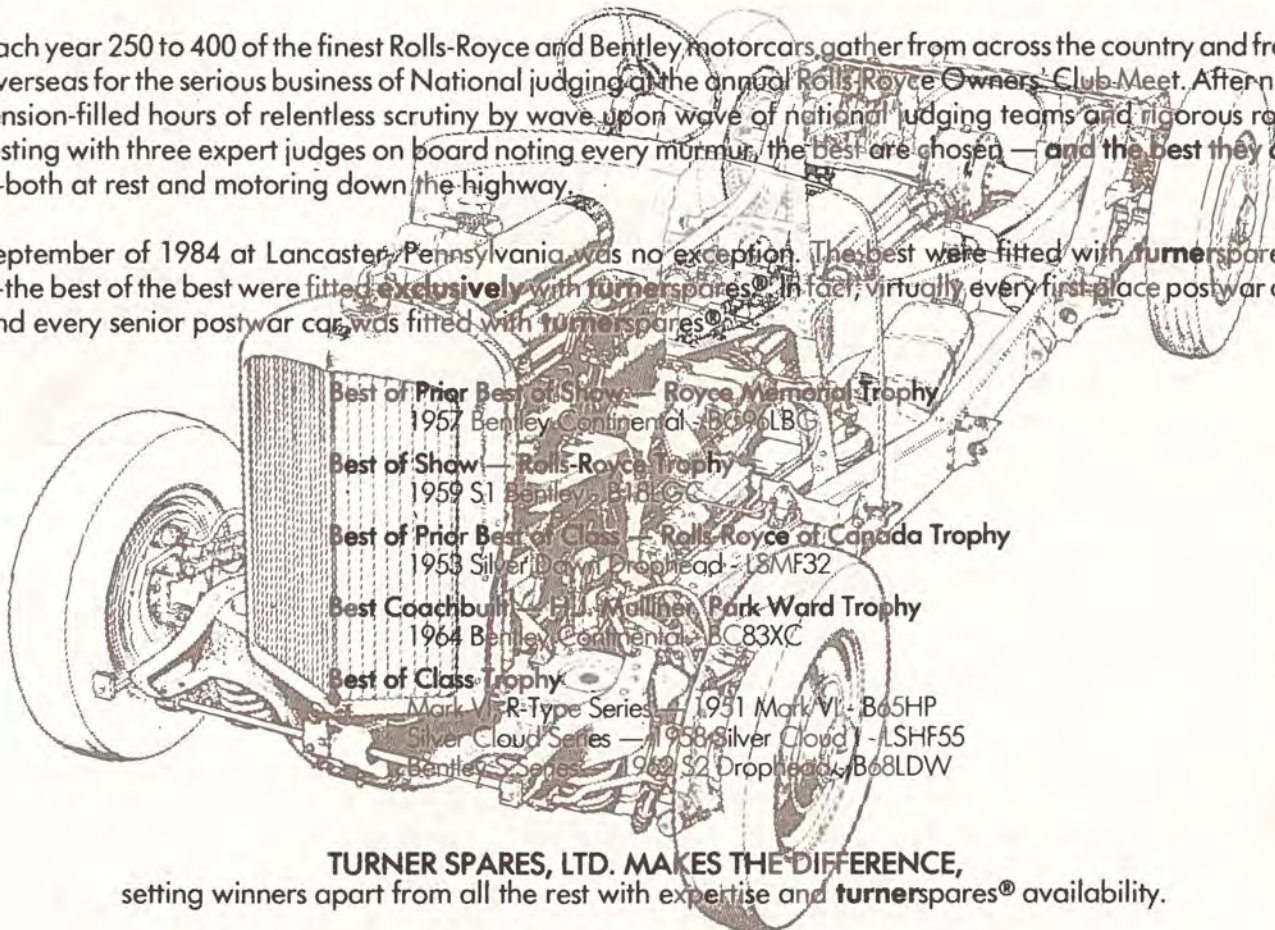
These units are available in the U.S. from Turner Spares. Please note in order to secure these units for the U.S. market it was necessary to provide Harvey-Bailey Engineering with additional liability insurance. Hence, the increased price of the units here.

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September of 1984 at Lancaster, Pennsylvania was no exception. The best were fitted with **turnerspares®** — the best of the best were fitted **exclusively** with **turnerspares®**. In fact, virtually every first place postwar car and every senior postwar car was fitted with **turnerspares®**.



- Best of Prior Best of Show — Royce Memorial Trophy
1957 Bentley Continental - BC96LBC
- Best of Show — Rolls-Royce Trophy
1959 S1 Bentley - B18LGC
- Best of Prior Best of Class — Rolls-Royce of Canada Trophy
1953 Silver Dawn Droptop - L8MF32
- Best Coachbuilt — H.J. Mulliner Park Ward Trophy
1964 Bentley Continental - BC83XC
- Best of Class Trophy
Mark VI R-Type Series — 1931 Mark VI - B65HP
Silver Cloud Series — 1958 Silver Cloud I - LSHF55
Bentley Series — 1962 S2 Droptop - B68LDW

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EDITORIAL COMMENTS



Seventy-seven members did not renew and nobody cared...being a relatively new member to the region, this is hard for me to comprehend. After 20 years, is the club going down hill?

I've tried to listen to anyone willing to talk without getting involved with the club politics. When the politics of the club start creating problems, then something has to be done if the club is to survive and continue to grow.

It's relatively easy to sit back and complain or to point a finger at someone you think is not doing the job. But getting to the real problem is difficult. Stop for a moment and think about how much you have put into the region - it's probably just been the \$15.00 check you sent in to cover your dues for this year - and some didn't even do that.

It is easy to understand that our membership is comprised of busy individuals. No-one would expect everyone to be able to attend every meet over a years time, especially with the large area covered by our region. I once ran a meet for the N.J. Region of the A.A.C.A. and awarded a trophy for the best excuse for not coming to the meet - The winner was going to his own wedding!

But it was interesting to hear some of the excuses - I guess excuses for not doing something are easy to come by. The trick is to make an excuse to come to the meet! If each member made a firm commitment to attend only two meets a year, we should average about 35 cars at each meet. Something is wrong!!

Elections are coming up - our annual business meeting is in November. If you have a problem or suggestion, why not try to attend and maybe the problem can be resolved. Perhaps your suggestion will be the one that does the trick and starts this club in the right direction! Get involved - After all, it's your club!!

Respectfully Submitted,

BOB GLUCKIN, EDITOR

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NOVEMBER - DECEMBER

1986

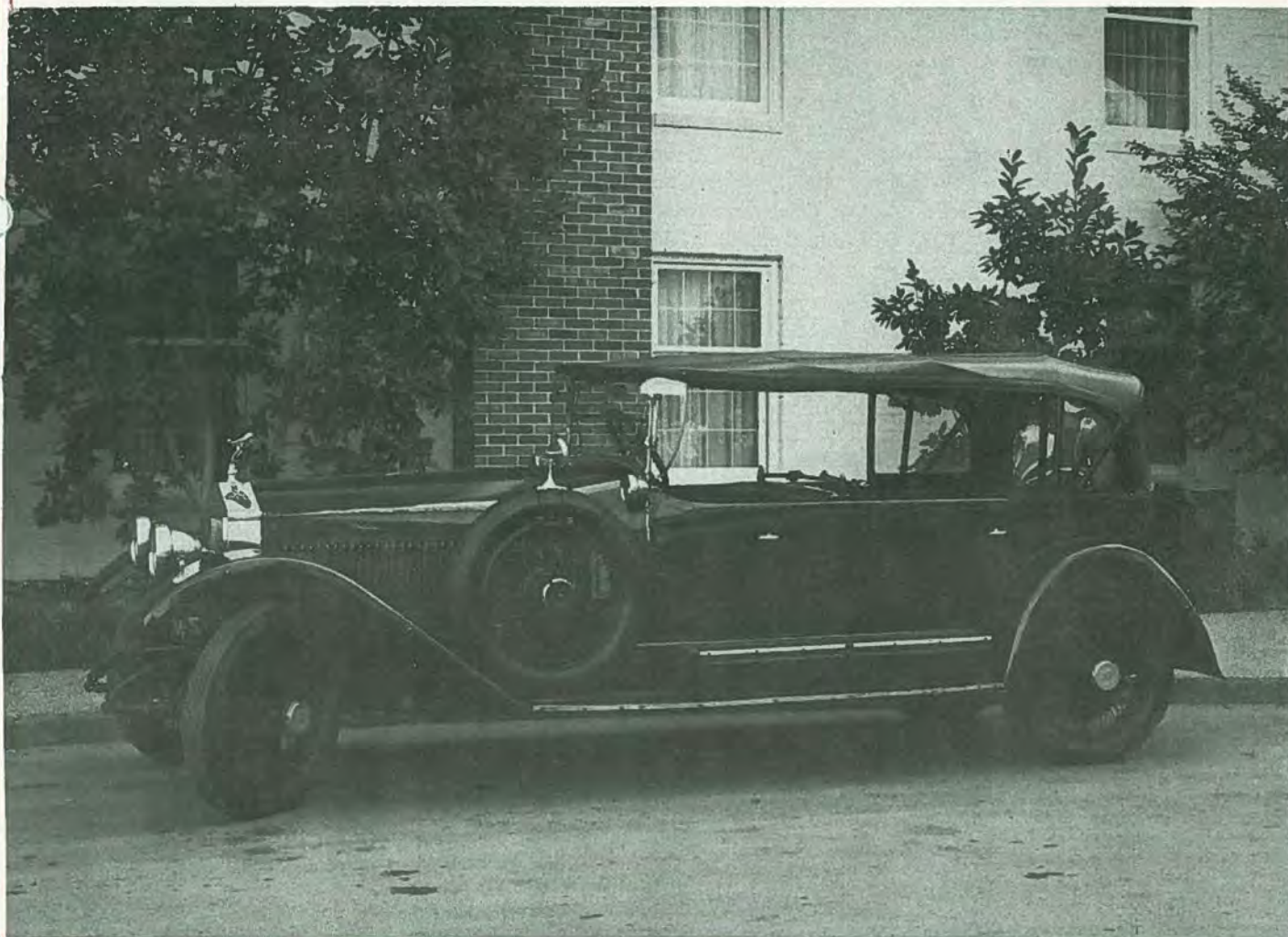


The Atlantic Lady

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



1986 NATIONAL MEET BRINGS OUT THE BEST



1926 PHANTOM I 94DC CRAWLEY TOURER

PHOTO © 1986 K. KARGER

ALTHOUGH MORE THAN THREE-HUNDRED DIFFERENT COACHBUILDERS BODIED NEW ROLLS-ROYCE AND BENTLEY CHASSIS BETWEEN 1919 AND 1939, ONE SELDOM HEARS OF MORE THAN A DOZEN OR SO. AT THE RROC NATIONAL MEET IN NASHVILLE, THIS 1926 BRITISH PHANTOM I APPEARED WITH COACHWORK BY THE CRAWLEY BODY CO. OF CAMDEN TOWN, LONDON. THE CAR IS OWNED BY CLYDE ENSOR OF KENTUCKY.

DOWN THE ROAD ATLANTIC REGION RROC

Calendar (subject to change)



- NOV. 15-16 N. J.
DOT AND IRV KAUFMAN
ANNUAL MEETING
OLD MILL INN
- NOV. 16 N. J.
ED McLAREN
BOARD MEETING 10A.M.
- DEC. 6, SATURDAY N. Y.
PETER REGNA
X-MAS - CHANUKA PARTY
TUXEDO CLUB

PLAN TO ATTEND

CHAIRMAN'S MESSAGE

OUR TWENTY-FIRST YEAR IS NOW DRAWING TO A CLOSE. WE MUST NOW BEGIN TO THINK AND PLAN FOR OUR NEXT YEAR. THIS IS THE TIME TO REVIEW, ANALYZE, AND REASSESS THE PAST YEAR WITH THE THOUGHT IN MIND THAT WE WILL NOW TAKE THE NECESSARY ACTION(S) TO STRENGTHEN OUR WEAKNESSES AND ENHANCE OUR STRENGTHS.

EACH ONE OF US, I AM SURE, HAS NOT BEEN PARTICULARLY PLEASED WITH SOME OCCURRENCES DURING THE PAST YEAR. NOW IS AN OPPORTUNE TIME TO MAKE YOUR VIEWS KNOWN TO YOUR OFFICERS AND COMMITTEE MEMBERS AS WORK ON PLANNING THE COMING YEAR'S ACTIVITIES IS ABOUT TO COMMENCE. YOUR THOUGHTS ON THOSE THINGS THAT WERE PLEASING TO YOU ARE EQUALLY IMPORTANT. PLEASE LET ANY OFFICER OR COMMITTEE MEMBER KNOW YOUR CONCERNS PRIOR TO OUR ANNUAL MEETING SO THAT THEY MAY BE GIVEN APPROPRIATE CONSIDERATION.

TWO MAJOR EVENTS ARE YET TO OCCUR PRIOR TO THE CONCLUSION OF THIS YEAR'S ACTIVITIES; OUR ANNUAL MEETING IN NOVEMBER AND THE CHRISTMAS-CHANUKAH PARTY IN DECEMBER. WHAT BETTER WAY CAN BE VISUALIZED TO FINISH OUR CURRENT YEAR'S SCHEDULE?

PLEASE JOIN US AT BOTH EVENTS AND HELP CELEBRATE WITH A FITTING CLIMAX TO A VERY SUCCESSFUL YEAR.



Bob Gluckin, Editor
6 Starling Road
Randolph, New Jersey 07869
(201) 366-3591

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Committee Member	E. Walter Snyder 1986
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Membership Chairman	William Lueddeke
Immediate Past Chairman and Vice President, International Affairs RROC ..	Edgar Eaton
Past Chairman and Director Regional Representative RROC	Theodore Mintz

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SEPTEMBER 20, 1986

6th ANNUAL AUTO SHOW AND POLO MATCH



Photo by Bob Gluckin

WITH THREATENING SKIES THOUSANDS OF SPECTATORS, TWO FULL POLO TEAMS WITH TRAILERS FULL OF POLO PONIES AND FORTY-EIGHT BEAUTIFUL CARS CAME OUT TO SUPPORT THE SOMERSET MENTAL HEALTH ASSOCIATION. THE SIXTH ANNUAL POLO MATCH AND AUTO SHOW WAS A HUGE SUCCESS BY ANY STANDARDS.

HERE WE SEE JOAN GLUCKIN AND THE FOY'S OF RANDOLPH, NEW JERSEY ENJOYING THE DAY.

PLAN ON THE THIRD WEEK OF SEPTEMBER FOR A SUPER MEET NEXT YEAR.

SADLY WE MUST REPORT THE PASSING OF THOMAS E. GALLAGHER, LIFETIME MEMBER OF THE ROLLS-ROYCE OWNERS CLUB AND THE BENTLEY DRIVERS CLUB. DONATIONS MAY BE SENT TO SCHOLARSHIP FUND OF THE N.Y. STATE HON. FIRE CHIEFS ASSN. PLEASE NOTE MEMORIAL SERVICE: 6 PM TUESDAY DECEMBER 2ND, ST. JOSEPHS CHAPEL 395 SOUTH END AVE.

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1986 FALL VINTAGE CAR TOUR

It was with great anticipation that I drove to my first attendance at a vintage car tour, the pre 1940 cars have always been my favourites. The tour was all I thought it would be and then some. The lure of elegant motoring attracted the greatest number of pre 1940 cars ever assembled for a RROC Vintage Tour, there were forty Rolls-Royces and ten Bentleys. The success of the tour was the excellent planning and execution of these plans by the tour committee headed by our very able hosts Ted and Jacquie Mintz and their cohorts which included Irv and Dot Kaufman, Chralely and Cathy Curtin and Dick and Jacquie Podoloff.

After a day of delightful driving to the Seven Hills Resort in Lennox Massachusetts, we were met with the most friendly enthusiasm, a parking lot full of P.M.C's (which fluctuated during the week as guests departed and arrived according to individual schedules) the renewal of old acquaintances and the welcoming of friends. After checking in and an admonition to park 'the other iron' in the lower parking lot we were ready and set to enjoy the next five days of mutual interest in touring in these great machines against the backdrop of the magnificent fall foliage.

Members came from many States including California and also from Ontario Canada, Derek du Toit who is moving to the States from South Africa, and Derek and Avril Harris from Paris France, who saw their car for the first time just days before the meet at Ted Mintz's.

September 21 through 26th



THE 'RED PERIL' OWNED BY TOUR CHAIRMAN TED MINTZ IN FRONT OF THE INN AT SEVEN HILLS.



OUR VERY GRACIOUS INNKEEPER, HOWARD GREEN.



A WEE MIST ON FRIDAY MORNING DID NOT DAMPEN THE SPIRITS OF THE HEARTY RROC TOURISTS.

Considering the age of these cars there were minimal problems during the week when the occasional car 'failed to proceed' and two cars had flat tire headaches. "Did you know you had a flat tire Ted?" Robert Waters was able to get to the local garage with help from an engine tire pump from Len Goldfarb's 1935 Bentley and later had some new tubes sent by UPS. Jack and Ruth Scheve missed our day at Lime Rock when they had to work on the adjustment of their cars clutch, but were back with the group the next day.

After perusal of the bulging goody bags which included something for everyone; from British tea and biscuits for the tummy, useful articles such as paper clips, pens, first aid kits and not forgetting the waterproof poncho (used by a few members over their sunroofs during rain storms), and also such gifts as suitably printed vases, an agate paperweight and a Model T penny bank; we were set for the cocktail hour with hor d'oeuvres and an accompanying piano player, who played each evening before a meal, setting the stage for the next few days.

By the end of the stay I'm sure most guests had to let out their belts one notch as we were treated to generous meals; breakfasts that included fruit cereals along with bacon, egg dishes and local maple syrup to accompany the waffles and pancakes; and dinners where there was always a choice between a meat or fish dish such as swordfish, striped bass, poached salmon with caviar, red snapper, blue fin tuna, chateaubriand, cornish hen, sirloin steak, veal or lamb. Howard Green the Innkeeper went beyond call of duty to provide the club members with the little extras to make the visit more memorable. For example filling requests for menu additions such as English muffins and porridge, and acquiring with great difficulty a copy of the movie "The Yellow Rolls-Royce" (Ted Mintz once owned the car featured). Howard was occasionally seen as we motored around the various tours on his motor cycle checking that all was well with the group.



CHARLOTTE AND LEN GOLDFARB JOIN RUTH AND MAURICE SCHWARZ AT SHAKER VILLAGE.



THERE IS NO TELLING JUST WHO YOU WILL RUN INTO AT A RROC EVENT. HERE WE SEE NIC PETROFF, NATIONAL CHAIRMAN AND TED MINTZ, TOUR CHAIRMAN WITH A FRIEND AT LIME ROCK.

The daily tour instructions were such that each car and its occupants could leave or tarry at will, either travelling singly or with several other cars - an easy arrangement. Monday's tour was fairly local - The Shaker Village, with its unique huge round stone barn; Chesterwood the home of Daniel Chester French of the Lincoln Memorial fame; Tanglewood, summer home of the Boston Symphony orchestra; and the Rockwell Museum. Tuesday we had the Lime Rock Race Track to ourselves for a few circuits (unfortunately at a 40 m.p.h. limit) Paul Newman and Yvon Yendle were there for a practice and a quickly accepted ride around the track in the 1913 Ghost driven by an excited Mermie Karger. Harry O'Conner took video footage as his son a manager at the track, drove around his Twenty H.P. around. We later saw some of his filming - Thanks. Wednesday we went further afield into the spectacular Berkshire Mountains equipped with picnic lunches to visit the Hydro Electric Scheme, the Bear Swamp Project and later to the Atomic Plant at Lowe where the only accident in its 26 year existence was a broken leg due to the icy parking lot. Thursday as on Weds the sun came from behind the clouds to provide a beautiful day to enjoy Prestley and Helen Blake's estate in Somers Connecticut, including Frank Cooke's newly restored PI. A local church group called the Congo Cookers served a chicken salad lunch on brilliant red plates out in the sunshine beside the round barn. After admiring Prestley's lovely collection of Rolls-Royce dropheads in the red barn, members explored the other buildings including a lovely cottage, a sawmill, and outhouses with running water washbasins. The buildings were built from materials from the estate and a new barn houses some of the rocks collected around the world and maybe beyond. Thursday evening the talented Ed Linderman entertained in the Night Spot at the Seven Hills Resort for members filling their requests from his 800 song repertoire. On Friday the cars proceeded into Vermont visiting the Clark Museum of Art on the way and then the home of the motorists bible, Hemmings Motor News, before returning via the hills in eastern New York, and then the final meal where Ted Mintz gave out gifts and awards to many. For example, to the oldest car, the furthest distance travelled, the wealthiest couple John and Amy Parker (not monetary). Each member left with a decoration care of Don Lindsay and a gift from the British Food Fair of either a bottle of liquor or sweets (candies).

In conclusion, any member who has the chance to join a tour will do so again, so get cracking and preserve and restore all those chassis residing in hopefully the two bedroom house with the ten car garage we would all like to own - hope to see you on a future tour.

PHOTOGRAPHS BY IRV KAUFMAN

SPECIAL THANKS TO DAPHNE AUSTIN, EDITOR OF THE CANADIAN LADY FOR PERMISSION TO REPRINT HER ORIGINAL ARTICLE FROM THE CANADIAN LADY.

ATLANTIC REGION ANNUAL CONCOURSE D'ELEGANCE



PHOTO BY CHRIS NICOTRA

OUR ABLE JUDGING CREWS GAVE THEIR ALL TO A FIELD OF THE MOST BEAUTIFUL PMC'S THAT HAVE BEEN ASSEMBLED IN THE REGION IN MANY YEARS.



PHOTO BY BOB GLUCKIN

JESSICA ORNSTEIN WAS ONE OF THE BEAUTIFUL LADIES THAT WERE PRESENT AND ENJOYING THE FESTIVE ATMOSPHERE OF THE DAY.



PHOTO BY BOB GLUCKIN

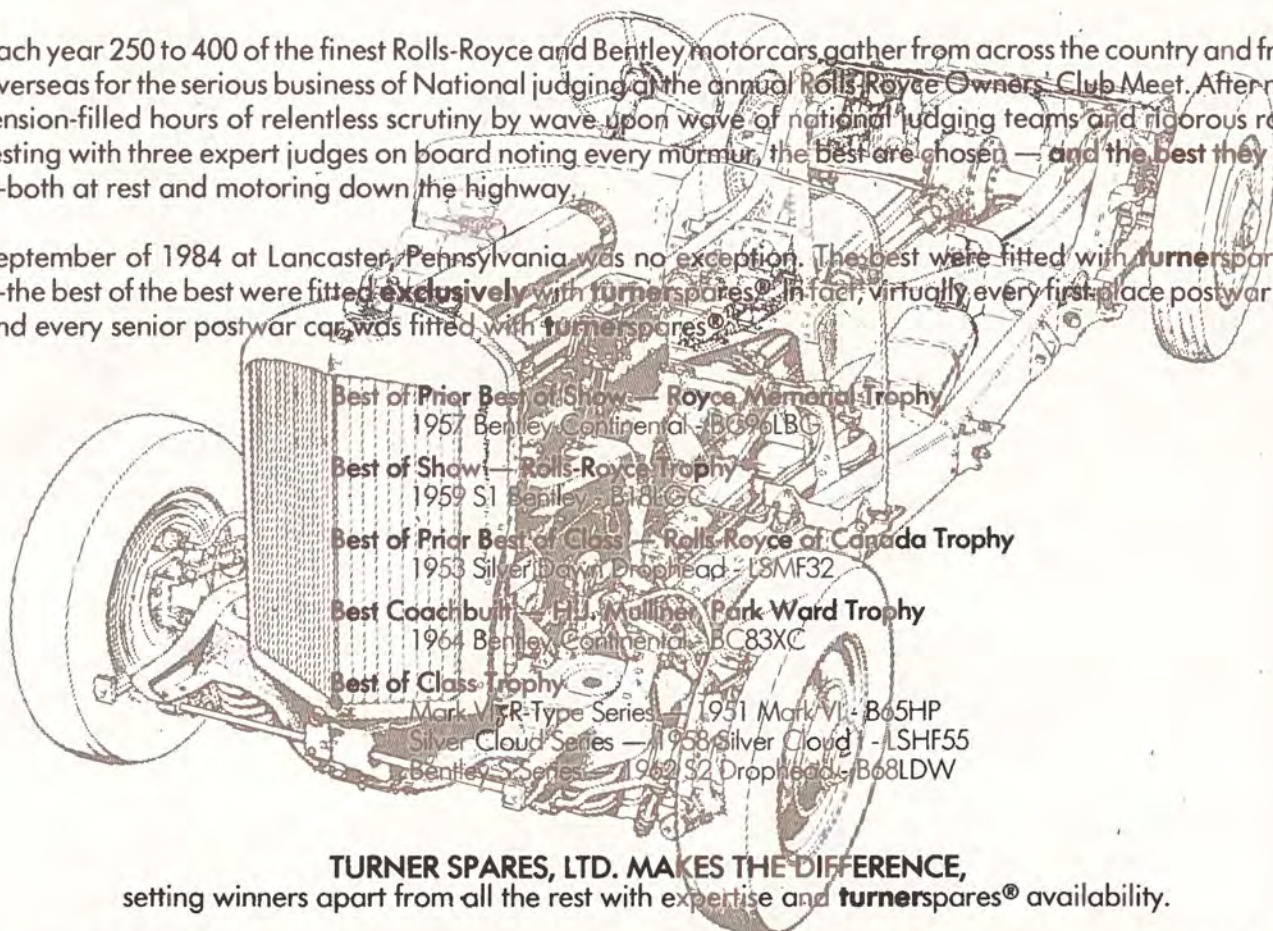
THIS IS JUST A QUICK GLANCE AT THE FIELD OF PMC'S THAT WERE AT THE CONCOURSE, MORE TO COME IN THE NEXT ISSUE (I HOPE!).

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1953 Silver Dawn Drophead - LSMF32
- Best Coachbuilt — H.J. Mulliner Park Ward Trophy
1964 Bentley Continental - BC83XC
- Best of Class Trophy
Mark VI R-Type Series — 1951 Mark VI - B65HP
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EDITORIAL COMMENTS



GOOD NEWS FIRST - ALMOST FOURTY OF THE ORIGINAL SEVENTY-SEVEN OUTSTANDING MEMBERS HAVE SENT IN A CHECK FOR THIS YEAR'S DUES. ONE SENT IN FOR TWO YEARS AND ONE SENT IN EXTRA BECAUSE HE LIKED THE 'ATLANTIC LADY' SO MUCH! I KNOW I JOIN WITH ALL OF YOU IN WELCOMING THEM BACK. THE PROBLEM IS MOST OF THEM DIDN'T KNOW THEY WERE OUTSTANDING, MANY SUGGESTED A BILLING SYSTEM WHERE THEY GET AN INVOICE SO THEY CAN SEND IN A CHECK. I FEEL THIS IS ONE SUGGESTION WE SHOULD SERIOUSLY CONSIDER. WE NEED TO GROW!! TRY AND GET SOMEONE YOU KNOW WITH A PMC THAT IS NOT A MEMBER TO JOIN. MANY OF YOU HAVE FRIENDS WITH ROLLS-ROYCE AND BENTLEY AUTOMOBILES THAT BELONG TO NATIONAL BUT DO NOT BELONG TO THE LOCAL REGION. NATIONAL IS GREAT BUT THE MEETS ARE SOMETIMES VERY FAR AWAY. THERE ARE MANY MORE REASONS FOR JOINING A LOCAL REGION. HOW ABOUT A BOOST IN OUR DIRECTION FROM NATIONAL!!! DO WE AT THE LOCAL LEVEL HAVE TO DO ALL THE WORK???

I NEED HELP, I NEED PEOPLE TO WRITE ABOUT MEETS. WE HAD A GREAT CONCOURSE LAST MONTH. I HAVE A SMALL ARTICLE AND SOME PICTURES IN THIS ISSUE, BUT A MEET THAT WAS AS GREAT AS THE CONCOURSE WAS NEEDS TO BE IN A CENTERFOLD ARTICLE IN THE NEXT ISSUE. I DON'T MIND THE WORK, BUT I JUST CANNOT DO IT ALL!!!

OUR MEETS ARE MADE GREAT BY THE PEOPLE WHO ARE THERE WITH THEIR PMC'S. OUR MEET CHAIRPEOPLE DO A GREAT DEAL OF WORK PREPARING FOR A MEET. THEY NEED YOUR SUPPORT!! PLAN TO COME TO THE ANNUAL MEETING IN NOVEMBER, EVEN IF YOU COME FOR PART OF ONE DAY YOU WILL HAVE A GREAT TIME. THE X-MAS/CHANUKA PARTY PLANNED FOR DECEMBER 6TH PROMICES TO BE ONE OF THE ALL TIME GREAT EVENTS IN REGION HISTORY.

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Respectfully Submitted,

BOB GLUCKIN, EDITOR

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