

JAN '79

THE ROLLS-ROYCE OWNERS' CLUB, INC.



ATLANTIC REGION

PRESIDENT
THEODORE MINTZ
28 MILAN ROAD
WOODBIDGE, CONNECTICUT 06525

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

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

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

TREASURER
EMILY WALKER
RR#3
WEST REDDING, CONNECTICUT 06896

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

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

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

CHAIRMAN'S CORNER

The Holiday Season and the New Year is upon us and to those of you who missed all the good wishes at the Region's Holiday party - Jacquie and I want to wish all of you a HAPPY HOLIDAY SEASON and A HEALTHY HAPPY NEW YEAR!

The wonderful and concerned host of friends that we have made in the region and throughout the club makes serving as chairman of the Atlantic Region an extreme pleasure and privilege.

The Region does owe a vote of thanks to the members who gave so much of their time and efforts in planning our varied monthly meetings this past year and to our hard working members of the "Committee" who make it all possible.

ACTIVITIES FOR 1979

January 14	Nog'N'Natter	Secaucus, N. J.
February 18	Nog'N'Natter	Huntington, L. I.
March 11	Duke Gardens Tour	Somerville, N. J.
April 14-	<i>Farmen CC</i>	Westchester, N. Y.
May 20	Technical Session	Newton, N. J.
June 10	Judging Meet	Lyndhurst (Tarrytown), N. Y.
July 14	Picture Rally	Stamford, Conn.
August 14-19	National Meet	California
September 9	Driving Tests	Westchester, N. Y.
October 12-14	Fall Foliage Tour	Southbury, Conn.
November	Committee Meeting	
December 1	Holiday Party	Woodbridge, Conn.

January 14th Nog'N'Natter - Secaucus, New Jersey

The Atlantic Region will kick off the 1979 season with our first meeting to be held at the ARATUSA CLUB on board the Chauney M. Depew. This ship was built for the Maine Central railroad in 1913 and originally named the Rangeley. She transported the elite and famous to their summer places off the coast of Maine. Sold to the prestigious Hudson River Day line in 1925, she served as the fleet's luxury "yacht". The Day line renamed her Chauney M. Depew, honoring a former U. S. Senator from New York. In 1940 she was "drafted" by the War Department, ferrying men and supplies between New York City and Fort Hancock on Sandy Hook, New Jersey. Sold to the Government of Bermuda in 1950, she served as a port ferry and cruiseship. On the way up the East Coast to retirement in 1971, the Chauney M. Depew almost met her end. Storm-tossed against a breakwater in the Chesapeake Bay, she lay for three years on her side half-submerged in mud. But this was not the end....Only the beginning. The Chauney M. has been reborn - transformed in the elegance and style to which she has always been accustomed. The ARATUSA SUPPER CLUB is honored to have you share in yet another phase of her historic and memorable life.

Our very knowledgeable member Gary Westher will be our guest speaker at this excellent brunch - discussing his activities at Consumers Union testing cars and offering his professional advice on purchasing a car. The date is close at hand, so please send in your reservations RIGHT AWAY!

Directions to the ARATUSA, 1 Meadowland Parkway, Secaucus, N. J.

From Midtown Manhattan: Lincoln Tunnel to Route 3 West and take Meadowlands Parkway exit.

From G1 Washington Btidge to Route 80 West, take Turnpike South to exit 16W, get on Route 3 East, 1 mile to Meadowlands Parkway. take a right.

From New Jersey: Route 3 East to Meadowlands parkway - bottom of ramp, take a right.

February 18th Nog'N'Natter - Huntington Country Club -Huntington, L.I.

A repeat of one of the most successful meets will take place at the Huntington Country Club on Sunday, February 18th. For those of you who attended in March, 1977, undoubtedly you have not forgotten the quantity and quality of food. And Oh-h-h-h! those DESSERTS! So start your diets after the holidays and get your reservations in!

The guest speaker will be Austin Clark, well known automobile raconteur and owner of the Long Island museum of the same name. He has informed and charmed many an enthusiast by his talks before many car clubs, we are fortunate to get him to talk to us.

Directions: From New York, New Jersey, and Conn: Take the Long Island Expressway to Exit 41, Route 106 North to Route 25A, East on 25A to Cold Spring Harbor. Continue 0.8 miles beyond the town of Cold Spring Harbor to the Huntington Country Club on the left.

From Eastern L. I.: Take Route 25A West to Huntington Village. Continue about $\frac{1}{2}$ mile beyond last traffic light in town to the Huntington Country Club on the right.

March 11 Duke Garden Tour - Somerville New Jersey

Come to the Garden State on Sunday, March 11 and get a preview of spring at the glass enclosed Doris Duke Gardens in Somerville, N.J. When we were discussing places to go for the coming year, when this was suggested, those who had been there before all agreed that this would be an ideal tour for the Atlantic Region members.

We will meet at 11:30 A. M. for a tour of the Gardens. Tours leave every ten minutes and take about forty-five minutes. No high heels or cameras are permitted. You will pay for your own admission at the door which is \$1.50 per person.

After the Gardens tour, we will proceed to the Watchung View Inn for Sunday Dinner. The bar will be open at 1:00 P. M. and dinner will be served at 2:00 P. M.

Directions: From Westchester and Conn: Take the Tappan Bridge, followed by the Garden State Parkway South. Take Interstate 80 West to Interstate 287 South, then onto Route 202/206 South to the Somerville traffic circle. Take Route 206 South (towards Princeton) and turn right at the third traffic light (1½ miles) into the Duke Gardens.

From New York City: Take the Holland Tunnel to Newark Airport, then onto U.S. 22 to Somerville. Take Route 202/206 and follow the above.

From Duke Gardens to the Watchung View Inn: Return North on Route 206 for six miles to The Watchung View Inn on Route 206. The restaurant is four miles north of Route 22 on U.S. 202/206 North.

So it looks like the Region is off to an exciting start for 1979. Plan on joining us for these meets.

It is the intention of this newsletter to inform club members of any new development that could be of interest to them. One recent bit of important news is the opening of a new garage specializing in mechanical repairs to Rolls-Royce and Bentley Motorcars has opened. It will be operated by Ken Smith who has 17 years of experience working on P.M.C.'s. The name is K. S. Motorworks which is on 43 Russel Rd., in Bethany, Conn. (203) 393-0082. The members of the region who had work done are highly pleased as Ken is very knowledgeable, competent and fairly priced.

For those of you who want to let the world know about your particular interest in motorcars, there are now nylon lined jackets with a RROC emblem sewn on the front. Sizes include small, medium, large and extra large. The price is \$12.50 which includes postage. For further information or to obtain one, contact Ted Mintz.

If you have anything to sell or that you wish to obtain that concerns RR's or Bentleys, please let your Newsletter Editor know about it and it will appear in a future issue of this newsletter, which is scheduled to come out roughly every two months.

At various meets, we have all had the opportunity to see a particularly handsome version of one of the earlier RR's or Bentleys and in conversation with the owner found out that it was made by Such and Such coach builder.

Have you ever looked at the \$50 Rolls-Royce Silver Ghost book and wondered what ever happened to all those coach builders? Well the Pacific Northwestern Region's newsletter recently published a chart that lists all the best known English coach builders and what has happened to them. I spotted one slight discrepancy listed in the founding of the Rippon which is a very old firm having built a carriage for Queen Elizabeth ...the first in 1564. The proper figure should probably be 1555 which is when they built a one, two, four or possibly a six horsepower carriage for an English noble.

OH, WHERE HAVE ALL THE COACHWORKS GONE?

Coachmaker	Original Coachworks Founded	First Auto Chassis	Last Auto Chassis	Destiny
Park Ward	—	1919	1961	Purchased by RR in 1939
Hooper	1805	1904	1959	B.S.A.
Thrupp & Maberly	1760	1896	1946	Routes group body shell producer
H.J. Mulliner	—	1900	1959	Purchased by RR Ltd. 1959
Barker	1710	1905	1938	Liquidation, bought by Hoopers
Vanden Plas	1912	1923	1946	Purchased by Austin Motor Co.
Gurney Nutting	—	1919	1945	Purchased by Jack Barclay, RR retailer
Windovers	1796	1921	1946	Purchased by Henleys Ltd.
Freestone & Webb	—	1923	1955	Purchased by HR Owen, RR retailer
James Young	1863	1908	1967	Coachwork restoration & repair
Arthur Mulliner	1760	1896	1939	Purchased by Henleys Ltd.
Rippon	1855	1905	1958	Switched to RR retailer
Mann Egerton	1898	1901	1939	Austin distributorship
Cockshoot	1844	1903	1945	RR retailer
Mayfair	—	1920	1939	Commercial vehicle coachwork
Arnold	—	1910	1948	VW distributors
Vincent's	1805	1904	1958	Retail auto distributor
Carlton	—	1926	1939	Dissolved in 1965
Abbot	—	1929	1955	Custom estate car conversions
Lancefield	—	1921	1948	Switched to aircraft manufacture
Offord	1791	1896	1939	Switched to RR retailer
Salmons	1820	1907	1957	Purchased by David Brown (Lagonda)
Caffyns	1865	1906	1936	"Automobile Agents & Eng."
Crosbie & Dunn	—	1927	1939	Automotive body repair
Maythorn	1842	1911	1931	Absorbed by Hoopers
Lawton	1870	1908	1939	Custom commercial vehicle bodies

EDITOR'S CORNER

We are all owner's of the world's finest cars and we all recognize them as such but I occasionally wonder if we know that Rolls-Royces and Bentleys are subject to the same laws of Metallurgy as any other automobile. This has been brought home to me rather graphically in several recent meets. At one such meet a 20/25 was brought to a halt by a non-functioning coil, at another a P-II had a two hour halt with a flat tire that could not be taken off its axle and I had a problem myself when a fan belt broke on the way home on my Silver Wraith causing a lengthy delay when it began to overheat.

I marvel that our members take automobiles that are 10, 20, 30, 40 or even 50 years old to an event with out even making a cursory examination of the car beforehand. Likewise a kit of spare parts should be an intregal part of each car's equipment. I had patted myself on the back for replacing 2 hoses prior to the Silver Wraith's last trip only to have the fan belt go without a spare in the trunk.

So my suggestion is to accummulate a kit of easily replaceable parts (even if you don't know how to put them in/on, someone else in the club may) so that your chances of coming home from a meet will be enhanced. In the same vein, have a regular (probably from a time rather than a mileage) program of maintenance set up for your car.

I will add that it is the time of year when DUES ARE DUE. If you have paid your's, you may virtously skip this message. If not then there is a coupon on the last page for you to fill out and immediately send back to the Region's Chairman, T. R. Mintz.

FOR SALE: 1939 Bentley 4 $\frac{1}{2}$ Top Hat Saloon (B184MR) Freestone & Webb razor edge styling. Dual side mount, overdrive model. White w/original tan interior. 81,000 miles. A fast, enjoyable car to drive. Bion Francis (203) 261-4075 \$14,995.

March 11 Duke Gardens Tour

Send check payable to William M. Lueddeke, 192 Valley Rd., Watchung, N. J. 07060. Reservation Deadline is MARCH 1, 1979.

NAME _____ # Roast Prime Rib of Beef _____

Address _____ # Fried Butterfly Shrimp _____

City/State _____ Please enclose check for \$11.00 per person for the above.

Please indicate if you will take the tour of the Gardens.

Yes: _____ How Many? _____

No: _____

* * * * *

February 18 Huntington Country Country Club

Send check payable to Sue Harwood, 3 Yon Rd., Huntington, N. Y. 11743. Reservation deadline is FEBRUARY 9, 1979. For further information: Sue Harwood (516) 421-2157 or Lydia Morrongiello (516) 423-4195.

NAME _____ No. of reservations _____

Address _____ Please enclose check for \$12.50 per person for the above.

City/State _____

* * * * *

January 14 ARATUSA

Send check payable to Mrs. Virginia Korteweg, 800 Summit Ave., River Edge, N. J. 07661 (201) 265-4911 IMMEDIATELY.

NAME _____ No. of reservations _____

Address _____ Please enclose check for \$11.50 per person for the above.

City/State _____

* * * * *

DUES ARE DUE

Fill out the information below and please send it with your dues to: T. R. Mintz, 28 Milan Rd., Woodbridge, Conn. 06525. Check should be made out: Atlantic Region, RROC. Dues for 1978 are \$7.50.

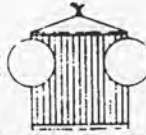
NAME _____
SPOUSE'S NAME _____

STREET _____ PHONE _____

CITY/STATE _____ ZIP _____

Mar. '79

THE ROLLS-ROYCE OWNERS' CLUB, INC.



ATLANTIC REGION

PRESIDENT
THEODORE MINTZ
28 MILAN ROAD
WOODBIDGE, CONNECTICUT 06525

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

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

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

TREASURER
EMILY WALKER
RR#3
WEST REDDING, CONNECTICUT 06896

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

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

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

ROLLS RELIEF

'Round and round the rusted bolt, the sad mechanic pries,
It will not budge a quarter inch, no matter how he tries.
If it stayed put till all Hell froze, T'would be no great surprise!

With grease gun firmly clutched in hand, this same mechanic lies
Beneath the $\frac{1}{2}$ Ton, caked with sand, which sifts into his eyes.
He squirts grease in the proper parts, stands up again and sighs.

Although frustration dogs his days, and trouble comes, full measure,
Around the corner stands the Rolls, which is his dearest treasure.
He goes and pats its gleaming boot, and smiles with deepest pleasure.

Perfection in a mad old world, this is the Rolls idea,
No matter where the owners live, from here to Eritrea!
Whatever woes may come your way, ROLLS is the panacea.

Ethel Markle
Greencourt, Atla.

Prairie Region Canada

Chairman's Corner

(By Proxy)

Our chairman is basking in the sun of St. Martin and this is written by a frozen substitute.

We are sorry to advise that Bion and Marge Francis have reluctantly relieved themselves as Editors of the Atlantic Region Newsletter. Because of business pressure. The club acknowledges and thanks them for the years of creative, diligent service they gave in this activity, as well as activities chairman. They have earned a rest and to just enjoy the club, without the work.

Temporarily, Ed Eaton and Virginia Korteweg will help out.

However, the following seems appropriate:

THE ROLL'S ROYCE OWNERS CLUB INC

ATLANTIC REGION

HELP-----WANTED

Prestigious, Irregular Journal
Requires Editor in Chief. Compensation
is self-satisfaction and gratitude from
Atlantic Region R.R.O.C.

Please reply to T.R. Mintz

ACTIVITIES FOR 1979

- January 14 Nog'N'Natter Secaucus, N.J.
- February 18 Nog'N'Natter Huntington, L.I.
- March 11 Duke Gardens Tour Somerville, N.J.
- April 14 Photographic seminar Fairview Country Club, ←
Greenwich, Conn.
- May 20 Technical Session Newton, N.J.
- June 10 Judging Meet Lyndhurst (Tarrytown) N.Y.
- July 14 Picture Rally Stamford, Conn.
- August 14-19 National Meet California
- September 9 Driving Tests Westchester, N.Y.
- October 12-14 Fall Foliage Tour Southbury, Conn.
- November Committee Meeting
- December 1 Holiday Party Woodbridge, Conn.

Detailed Upcoming Programs

March 11 Duke Garden Tour, Somerville, NJ

Come to the Garden State on Sunday, March 11 and get a preview of spring at the glass enclosed Doris Duke Gardens in Somerville, NJ. When we were discussing places to go for a coming year, when this was suggested, those who had been there before all agreed that this would be an ideal tour for the Atlantic Region members.

We will meet at 11:30 A.M. for a tour of the Gardens. Tours leave every ten minutes and take about forty-five minutes. No high heels or cameras are permitted. You will pay for your own admission at the door which is \$1.50 per person.

After the Gardens tour, we will proceed to the Watchung View Inn for Sunday Dinner. The bar will be open at 1:00 P.M. and dinner will be served at 2:00 P.M.

Directions: From Westchester and Conn. Take the Tappan Bridge, followed by the Garden State Parkway South. Take Interstate 80 West to Interstate 287 South, then onto Route 202/206 South to the Somerville traffic circle. Take Route 206 South (towards Princeton) and turn right at the third traffic light (1½ miles) into the Duke Garden.

From New York City: Take the Holland Tunnel to Newark Airport, then onto U.S. 22 to Somerville. Take Route 202/206 and follow the above.

From Duke Gardens to the Watchung View Inn: Return North on Route 206 for six miles to the Watchung View Inn on Route 206. The restaurant is four miles north of Route 22 on U.S. 202/206 North.

Note: Bill Lueddeke's address is 192 Valley Drive, not Valley Road
Watchung, NJ 07060

April 14: Subject: Photographic Seminar, "How to best photograph your car:....Expert: our own----Bert Keppler, noted photographer, Publisher, Editor, Musical "Accompanist" !

Location: Fairview Country Club, Route 120 Greenwich, Conn.

Cost: \$12.50 per person, self pay bar, coffee and Tire Kicking, 11:00;
Bar noon;

Time: Luncheon 1:00 P.M.

Directions to the Fairview Country Club are as follows:

From Connecticut: Merrit Parkway to the King Street exit #27 (route 120A) and proceed North approximately 5+ miles to the Club.

From New York and New Jersey: Cross Westchester Parkway, Route 287, to the exit to Route 684N. On 684 to exit 2 (Westchester County Airport) continuing on that exit road straight ahead 8/10 of a mile to the first left turn (opposite Gulf Station), then 2/10 of a mile to King Street, right turn on King Street 4/10 of a mile to the entrance of Fairview Country Club on left.

Virginia and Bud Korteweg ran our January 14 meeting under such difficult circumstances as inadequate advance notice, bad weather etc. The whole club thanks them, and the result was one of our most delightful affairs.

The Aratusa Ship launched our first Meet of 1979 in the grand style befitting the prestigious ship's background.

Moored on the tidal Hackensack River, with the Empire State Building behind her and the New Jersey Sports Complex in front of her, she provided our hearty souls who braved the elements on January 14th a wonderful afternoon. Of the seventy nine who made the Meet, only seven drove their "fair ladies" in the hard rain, so there was enough Detroit Iron for ballast for THE ARATUSA to sail to china and back. While there was little going on outside at the parking lot, everyone roamed the ship's totally private spaces fore and after, upstairs and downstairs, and the ship's staff was everywhere to make our visit on board as pleasant as possible.

A sumptuous buffet luncheon was prepared by the ARATUSA's head chef, and his presentation assured all who partook of the feast; there was a chef in the hold who really loved his work.

Following the luncheon, we proceeded to the upper level to the stern of the boat where Captain Mintz took over the helm.

"Welcome to my ship," he bellowed. He introduced our guest speaker, Gary Westher, who provided an informative talk on the truths and myths of motocars based on his years of solid experience with Consumers Union. Frank Alloca's critical questions added to the interesting dialogue and a lot was learned in a little time.

Ted Mintz thanked everyone for coming out on a day like this; everyone agreed that they had had a wonderful visit aboard THE ARATUSA and that she was a ship well worth her salt.

A summary of our February 1, meeting is reported on by a slightly frozen correspondent. Please excuse the shaking!

Eighty odd, not odd but hearty souls found their way to Huntington, Long Island to enjoy the attractions of a pleasant country club, a sumptuous buffet, horrible gooey fathening confections and an endlessly flowing bar. There were many faces (and bodies) that we haven't seen in some time, plus some genuine new-comers. They were Mr. and Mrs. Lo Russo and their son Bob. They are acting as co-hosts with the Vitales of this year's Gladden Tour, that will take place on Long Island. Also new are:

Mr. and Mrs. Richard Harvey --- Martin and Felicia Graff.

Aside from endless, noisy visiting, drinking and eating, we heard delightful reminiscing from our speaker (Henry) Austin Clark who is very much a notable in the collectible car field. Besides being a contributor to most of the magazines of "The Trade", he is the proprietor of the South Hampton Auto Musuem and a trustee of other auto musuems.

He told us stories about the filming of Presley Blake's "Balloon Car" that had been in the earlier possession of Millard Newman. He also, told us about a 1924 R.R. Pale Mall Phoeton, finally, sold for \$86. It had been used to haul eggs but only had 13,000 miles of road wear. He also told stories of other cars, not all of the "Best Marque" It was a delightful, amusing talk. The meeting ended with a desire by all to find a warm spot!

This month there will not be a technical corner. John Harwood is expanding, but it is in his line of business and not an article for this journal. Instead see below, on an experience shared by Ed Eaton's friends Everett Pauls and "Available Jones" and Don Weber.

Now to jump ahead thirty-three years. The little car, still looking very much like it did in 1916, but already four times as big as the original, is to be driven by the new driver, Ed Eaton, with Everett Pauls as co-driver and Dave Weber as passenger. And again, from San Antonio, to Fort Worth, and back on a week-end by Don Weber and Ed Sweetman, this time in a decidedly hot July weather. With the temperature over 100 F. in the shade. Again, Dave Weber, was a willing passenger.

Don has long been fascinated by the 1,000-mile-a-day run made by Stanley Seawick in his 8-1/2 liter. This run made in England on the longest day of the year in 1913, certainly planned for the last mile, and executed with exacting thoroughness by Stan.

So, the idea began to stew slowly, "Why can't we run the 1,000 miles in a day in Texas?"

This idea fell together, and we were all able to get together to make the run on September 10, 1957. The town being the largest in the year, it was almost the shortest. Drivers would be Don Weber, Ed Sweetman, "Available" Jones and Everett Pauls, all active members of the R.R.C. and of R.R.C.C. A companion car, a 1907 Buick, was provided by "Available" Jones, and a Holden Speed Fifty computer with 26 miles, two radar detectors, and a Holden Speed Fifty computer had 28 miles in the communication between the two cars, a luxury unheard of in 1913.

The usual back-up gear, oil, jacks, tools, electric lamps, flash light, a travel kit of electric lead, hot chocolate, cold chicken, and a 12 volt soldering iron, was all packed in the Cadillac.

MAD DOGS, ENGLISHMEN and TEXANS
By EVERETT PAULS and DON WEBER

This story really starts in 1925 when W.O. Bentley, struggling against odds to produce a fine sporting automobile and still keep his company's head above water, decided to prepare a 3-litre Bentley and run it at Le Mans. The car, a Vanden Plas sports tourer, Chassis No. 1138, was driven by W.O. Benjafield, and Kensington (Bertie) Moir to Le Mans on June 13, 1925. With high hopes, the car was entered, along with a companion 3-litre owned and driven by Capt. J.F. Duff with F.C. Clement as co-driver. The two cars were running well, but a miscalculation in fuel consumption due to the required running with hood raised caused No. 10, the Works-entered car, to run out of gasoline before the mandatory 20 laps were completed, dashing Bentleys hopes. One has to think back to fifty-three years to the sinking feeling that Moir had when the car spluttered to a stop, and the equally terrible feeling W.O. Bentley and the rest of the crew must have had when the car failed to return to the pits. The No. 9 car also ran out of gasoline before the mandatory 20 laps, but Duff, ignoring W.O.'s admonition about playing the game by the rules, surreptitiously refuelled his personally-owned car, continuing until a fire in the engine compartment put his car out on the 64th lap.

Now to jump ahead fifty-three years. The little car, still looking very much like it did in 1925, has already been driven vigorously from Camp Hill, Pa. to San Antonio by the new owner, Don Weber, with Everett Pauls as co-driver and Davy Weber as passenger. And again, from San Antonio, to Tulsa, Oklahoma, and back on a week-end by Don Weber and Ed Swearingen, this time in beastly hot July weather, with the temperature over 100 F. in the shade. Again, Davy Weber, was a willing passenger.

Don has long been fascinated by the 1,000-miles-in-a-day run made by Stanley Sedgwick in his 8-litre, this run made in England on the longest day of the year in 1972, carefully planned to the last detail, and executed with exacting thoroughness by Stan.

So, the idea began to stew slowly, "why can't we run the 3-litre 1,000 miles in a day in Texas?"

This all fell together, and we were all able to get together to make the run on December 10, 1977. Far from being the longest day of the year, it was almost the shortest. Drivers would be Don Weber, Ed Swearingen, "Available" Jones and Everett Pauls, all active members of the B.D.C. and or R.R.O.C. A companion car, a 150" w.b. Cadillac 7 passenger limousine, was provided by "Available" Jones, complete with CB radio, two radar Detectors, and a Halda Speed Pilot-the Bentley had CB also for communication between the two cars, a luxury unheard of in 1925.

The usual back-up gear, oil, jacks, tools, electric lamps, flash lights, a trunk full of clothing, food, hot chocolate, fried chicken, were all loaded in the Cadillac, even a 12 volt soldering iron,

and a 12 volt motor-driven air compressor were included.

On the distaff side we were favoured by the back seat pair of Pat Jones and Janice Swearingen, who provided the food and most delightful company.

Our route was simple. Drive westwards from San Antonio, to El Paso (almost) and return. The highway is basically Interstate 10 (two-thirds motorway, one-third two lane) from San Antonio, through Kerville Junction, Sonora, Ozona, Fort Stockton and Van Horn to a point where 500 miles were covered, then back to San Antonio.

It was bitterly cold, at least for South Texas, the temperature being 13 above zero in West Texas when we left San Antonio, at 4:30 a.m. Don started driving, but in spite of his goose-down coat, did not have warm enough pants on, and had to signal for a driver change at 102 miles. His legs got so cold they began to cramp, so Everett took over, and at 144.8 miles, the car just stopped. It took about ten minutes to find the cause. The wire which fed current to the fuel pump led through a cut-off switch on the dash and the wire had fatigued and broken. The 12 volt soldering iron came to the rescue and "Available" rose to the occasion and expertly made repairs. Everett's fingers were numb and began to thaw out and hurt, because of inadequate gloves.

We were learning, and each time we stopped, more and better ski clothes were pulled from the trunk of the limousine, Hot chocolate was consumed by all, repairs made, driver changed and away we went after a 30-minute stop. And one couldn't help but project himself back in time, fifty-three years as the car rolled to a silent stop when the wire broke, and say-- this is how it was in France when Bertie ran out of gas.

On we flew, holding 85+ miles per hour and 3,000 r.p.m. (it has the 3.53 Le Mans rear axle), bitterly cold, the two people in the Bentley huddled together for warmth, the unique and, authoritative exhaust note of the 3-litre singing its glorious song. As we reached slopes to climb, the note grew harsher, but never missed a beat.

We gassed at 196 miles, where the temperature was still 25 F. Gas again at 10:43 a.m.--miles 364.3 at Balmorhea--on and on, the country changing, now higher, the mountains of West Texas stark, both close at hand and off in the distance. Much chatter on the C.B. radio with truck drivers indicating their awe and disbelief, as the tiny high-wheeled audacious green car roared by them. We learned from one knowledgeable truck driver that the first Rolls-Royce was built in 1925 for Mary Pickford and it was a Silver Cloud--well, it took some doing to straighten that out via C.B. radio as we charged down the road.

Our gas stops were averaging 12-16 minutes. Two cars to gas, the "leads" to visit, and the driver changes necessitated very involved clothing exchanges due to the cold. The limousine was calling the gas stops because it was running about 10 m.p.g. and the Bentley about 13 m.p.g.

At 12:50 p.m. the Halda Speed Pilot reached 500 miles. We drove on a few miles and at 1:00p.m. exactly, reached the El Paso county line at 513.7 miles on the Halda Pilot--at this point, we took a 16 minute stop, replaced the left headlight which had nearly vibrated off, ate fried chicken and more hot chocolate, changed

drivers again, took pictures, and turned around and headed for San Antonio.

At 2:08 p.m.--miles 574.4, the Bentley lost power, and began to starve for fuel, and we switched the fuel tank lever to reserve and sped on.

2:30 p.m.	Gassed at Van Horn,	Miles 589	15 minutes.
3:40 p.m.	Crew Switch	Miles 662	5 minutes.
5:30 p.m.	Gas at Sheffield	Miles 780	8 minutes.
7:40 p.m.	A soft right rear tire		13 minutes.

Here we tried the 12 volt air pump, and it ran for several minutes before we discovered that it would only pump to 35 p.s.i.; so, we ran slowly to Kerville--about 30 minutes--where we gassed at 8:37 p.m., miles 963--and changed to the spare tire. Total time 13 minutes. We actually changed the tire before the two cars were gassed, and the weary travellers completed the inevitable trip to the "head". It was here that one of the "Keystone Cops" episodes occurred. The spare was firmly stuck on the mounting--so Everett shouted for Don to grab one side, and "Available" the other, while Everett gave the end of the bolt a sound thump with a large hammer. The wheel literally exploded off of the car, and Don went head over heels into a gas pump with the wheel on his chest. No one hurt, and much merriment.

At 9:36 p.m., total miles on Speed Pilot, 1,020.75--we rolled into the Swearingen drive-way, with the engine of the Bentley sounding, if anything, better than when we started. We had covered 1,020.75 miles in 17 hours and 6 minutes with an average for the entire trip, including all stops, of 59.69 m.p.h.

For the statistically minded:

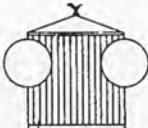
Total elapsed time outbound	8 hours 30 minutes.
Total stopped time outbound	1 hour 40 minutes.
Average speed outbound minus stopped time	74.96 m.p.h.
Total elapsed time return trip	8 hours 20 minutes.
Total stopped time return trip	59 minutes.
Average speed	70.46 m.p.h.
Total running average speed for trip minus the 159 minutes stopped	72.71 m.p.h.

Somewhere about halfway back, we were unable to shift into first and second gear. As we didn't need either no particular thought was given to the inconvenience, shortly before, with Ed Swearingen at the wheel, he had been noted driving with a piece of fried chicken in each hand! The vibration of the wheel and 85 m.p.h. speed caused pieces of the cold batter to fly in all directions. We thought he had perhaps jammed the shifting gate with a chicken bone. Later examination showed it to be a screw which had fallen from behind the dash somewhere and found its way into the gate, causing it to jam. This is one of the tiny examples which in actual racing could cause one to lose, and also tells us why in the later cars used for racing most nuts and bolts were locked, wired, and every precaution taken to see that nothing came loose.

Many people may be shocked at "treating" a valuable and historical car this way. We submit that we did not hurt the car in the least. It was made to run, and we had a lot more fun and satisfaction than if we had spent two or three days polishing the car for display on a field.

APRIL - '79

THE ROLLS-ROYCE OWNERS' CLUB, INC.



ATLANTIC REGION

PRESIDENT
THEODORE MINTZ
28 MILAN ROAD
WOODBIDGE, CONNECTICUT 06525

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

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

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

TREASURER
EMILY WALKER
RR#3
WEST REDDING, CONNECTICUT 06896

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

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

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

APRIL, 1979

CHAIRMAN'S CORNER

Rolls-Royce Motors, Inc. is celebrating the 75th anniversary of the production of the first Royce car by donating a special trophy this year to the RROC National Meet. The company feels, however, that something should also be done on the East coast. They will also present a trophy at the June 10th meet of the Atlantic Region of the RROC at Lyndhurst Castle, Tarrytown, N.Y. The trophy will be awarded to the owner of the car voted by popular acclaim to be "the most attractive looking car at the Meet."

Reg Abbiss, Senior Executive, Public and Industry Affairs of Rolls-Royce Motors International, is hoping to arrange a reception at Lyndhurst, at 5:00P.M. for owners attending the Meet. He said, "We are very proud of the industrial legend started by Henry Royce and the company's link with the United States. We feel that we should mark the 75th Anniversary here as well as in England. We are looking forward very much to seeing the fine display of Rolls-Royce motor cars at Lyndhurst Castle."

The Region is indeed honored to have Rolls-Royce Motors, Inc. join us to celebrate the 75th Anniversary of the first Royce car.

Let us all make a sincere effort to bring out our finest motor cars for this occasion.

Ted

FROM THE EDITOR'S CORNER

In reply to your ad in the last newsletter, Mr. Mintz:
I am Margaret M. Vitale of Long Island, New York. I have had two years of editing experience with a regional AACA newsletter and I truly enjoyed it. I am sure, with the help of the region, I will enjoy this experience as much. Virginia Korteweg has already shown the spirit of the club by volunteering to help. Her able assistance will make the job so much easier.

ACTIVITIES FOR 1979

MAY 20 --	--SUNDAY --	TECHNICAL SESSION	NEWTON, N.J.
JUNE 10 -	--SUNDAY --	CONCOURS D'ELEGANCE At LYNDHURST	TARRYTOWN, N.Y.
JULY 14 -	--SATURDAY--	PICTURE RALLY (perhaps)	STAMFORD, CONN.
AUGUST 14-19	-- --	NATIONAL MEET	CALIFORNIA
SEPT. 9 -	--SUNDAY --	DRIVING TESTS	WESTCHESTER, N.Y.
OCTOBER 12-14	-- --	ATLANTIC REGION ANNUAL MEETING & (Put this on your calendar NOW!!)	FALL FOLIAGE TOUR SOUTHBURY, CONN.
NOVEMBER		COMMITTEE MEETING	
DEC. 1 -	--SATURDAY--	HOLIDAY PARTY	WOODBIDGE, CONN.

WELCOME TO NEW MEMBERS

Your participation and enthusiasm is what makes this club such a good one. We hope to see you often!

DANIEL SARGENT 30 Picketts Ridge Rd., W. Redding, CT.

1930 20/25 Windover Open Tourer, GLR9.

1935 P II Continental Sports Saloon, 5VK

LAWRENCE STEIN 55 Hayes Lane, Ridgefield, Conn.

1951 Mark VI Bentley, B470NZ

ROBERT BARDEN III 377 Clifton Ave., Bayville, N.Y.

1930 20/25 Park Ward Saloon.

1933 20/25 Mann Edgerton Landalette.

JAMES HUTCHINSON 5 Rockridge Rd, Denville, N.J.

1948 Mark VI B 194DA.

ROBERT SBRIGLIO Aaron Manor, Chester, Conn.

1935 Wyndover Saloon 2025

1979 Shadow 36210

MARCH MEET - DUKE GARDENS - SOMERVILLE, N.J.

THIS was the highlight of a long dreary winter. To view Spring flowers in full bloom on a snowy March morn was hint of what is just around the corner. Our leisurely stroll took us on a botanical visit to many areas of the United States and around the world.

The gardens represented a lush tropical jungle, an English summer garden, the Arizona desert, Japanese gardens, and an Italian Renaissance garden teeming with Cymbidium orchids. All plants, shrubs, trees and flowers are nurseried in the near by greenhouses on the grounds. They are then transplanted to the main gardens.

After this most pleasurable tour we drove to the Watchung View Inn for a delicious dinner and a brief message from our chairman, Ted. Our sincere thanks to Bill Lueddeke and his committee for all the thought and care in planning a very pleasant day!

MMV

B 229 CM SPEAKS OUT by Allen Levy

After five years of being a member of both National and "The Atlantic Region" and being made the brunt of many snide remarks I have decided to remain silent no longer.

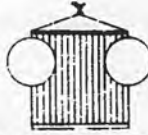
My name is B 229 CM and I am a 1956 Bentley S1. My blood line carries such genes as Rolls and Royce and Bentley and Radford. My life started in the summer of 1956 and on October 2 I arrived at the home of my first owner, Harold Radford. I was given the British number plate HAR-1. He changed my insides to his liking. He gave me many special features that he later used in S and Cloud cars. I believe that I was the first car delivered to Mr. Radford for his ownership, in my series. I was sand and sable when first born, and have since been painted twice.

I was sold to a Mr. Hanmer and then to C.H. Dobbie & Co. in 1960. From that time on I do not remeber anything until I arrived in the United States. A Mr. Farcas purchased me, and gave me the face lift older ladies sometimes need to remain beautiful.

In 1973 I was purchased by Mr. A. Levy and I have gone out every day that I feel like starting. I have enjoyed national meets in Toronto and Williamsburg. I know that I now reside with a family who love me and consider me a member of the famlily. They take me everywhere they go. I have traveled in the last year, to see Grandma in Florida. I loved being parked on Worth Ave. in Palm Beach and being admired.

There are some of the club who don't know me for what I am. They judge me only by my outer skin. They are sometimes unkind and call me "THE BONDO SPECIAL" and other such unflattering terms. I do know that the ones who know me truly love me and use me for what I was made to be, a fine motor car. I have been promised some new wings and new paint. I am hospitalized at the moment with injuries due to an accident with a New York City "POT HOLE". I don't care if my body is not redone this year. All I care about is getting back on the road. I miss picking the children up at school, and driving through Central Park, and going out for dinner and dancing.

To those of you who don't know me---don't judge a book by it's cover. I may never win a prize, but I am loved very much by my owner and he gets much love from me in return.



ATLANTIC REGION

Sunday, May 20

Annual Allocca Technical meeting

Inspection, Lubrication, Adjustments & minor repair

"Give your car and yourself a lift"

Time: 10:30-on. Sunday May 20
Volkswagon of Newton

Location: Newton, NJ-Directions sent when you register

Food: Coffee-"and" from 10:30 on
Wine or soft drinks and coffee-all day! Lunch, your own
"Brown Bag"

Program: First 30 cars registered will be assured time on "The
Lift" for lubrication, oil change, (Bring your own filter
element) minor adjustment and mechanical repair.

Supervision: John Harwood and the Atlantic Region "Technocrats"

Ladies: Talk, Hobbies, cars, etc.

Fee: \$3/per person--children under 1; free-those over 1; free

Registration: To: E. P. Eaton
30 Colonial Drive
Convent Station, NJ 07961

The Three Mousqueteers: Frank Allocca, John Harwood, Ed Eaton

The Technical session scheduled for Sunday, May 20th has become so popular that we felt that it warrants a special mailing to the region.

In addition to what has already been planned, we have a new member, Mark Wallach who has offered to give helpful hints on how to refinish or repair wood. Bring along any problem pieces of wood that you might have.

Send your reservations in AT ONCE!! EXTRA...EXTRA!! Ever helpful Frank Allocca has promised that he will be able to supply ("liquid gold") petrol for anyone who might need it to get home.

Mail it now!!

Name: _____

No. in Party: _____

Service Required: _____

Check--\$3/per person--made out to F. Allocca.

FOR SALE * FOR SALE

- A. From Christie's Assoc.**
An auction is to be held in June
(date unknown)
If anyone cares to place a car
for auction you may contact
Mr. Warren Cresswell at 212-570
4141. Minimum value for auction:
\$20,000.
- B. Beautiful Antique Trunk - excellent
condition- late 20's - early 30's.**
\$475.00 B. Klein, Lake Rd.,
Brookfield Conn., 06804.
203-775-2270
- C. Cloud III - RR valve covers, new
condition Bosch Tail lamps.**
Ernest Atlas, 2 April Dr., Westport,
Conn. 203-227-7913.
- D. Bentely SI hub caps (4) \$150.00**
G.R. Vitale, Box 63 Lake Grove, N.Y.
516-588-7088.

WANTED * WANTED

- A. Flashlite SC III.**
Rear spring covers SC III.
R. Greenberg, P.O. Box 217
Huntington, N.Y. 11743.
- B. Locks for Radford door cubby
holes.**
Allen Levy, 370 E. 76th Street,
New York, N.Y. 10021.
212-472-1669.

(ED. NOTE) This FOR SALE

and WANTED column will appear
in each newsletter. Please
mail your copy to:
Margaret M. Vitale
Box 63, Hawkins Ave.
Lake Grove, N.Y. 11755
516-588-7088.

1905.

THE NEW

ALL-BRITISH

MOTOR-CAR.

RR

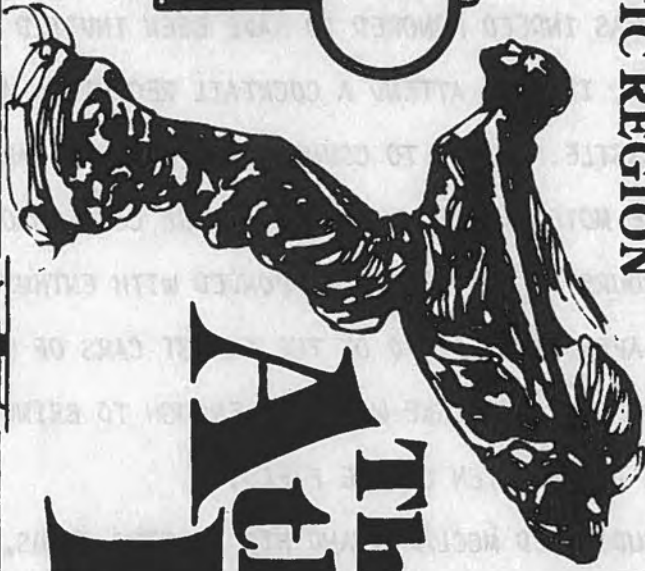
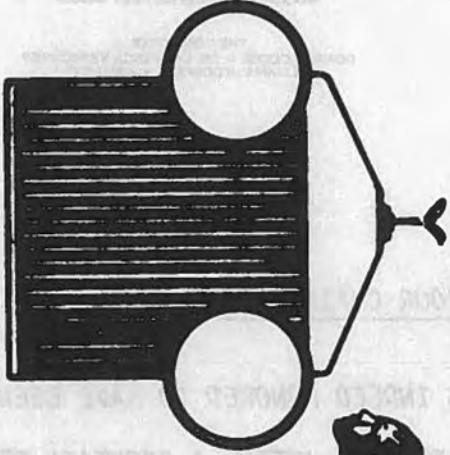
C. S. ROLLS & CO.,

**14 & 15, CONDUIT STREET,
REGENT STREET,
LONDON, W.**

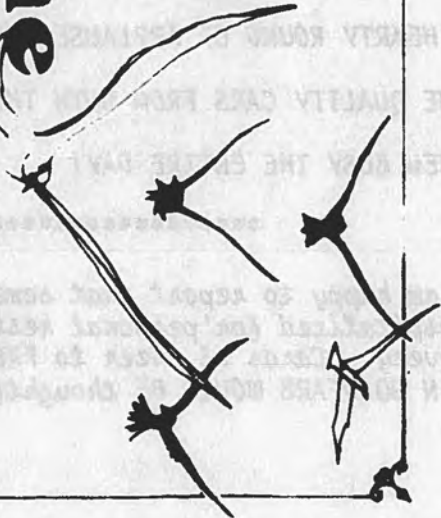
July '79

THE ROLLS-ROYCE OWNERS CLUB INC
ATLANTIC REGION

THE ROLLS-ROYCE OWNERS' CLUB, INC.
ATLANTIC REGION



The Atlantic Lady



SECRETARY
VICE PRESIDENT
TREASURER
MEMBERSHIP
COMMITTEE

TECHNICAL
COMMITTEE
PUBLICITY
COMMITTEE
SOCIAL
COMMITTEE

THE ROLLS-ROYCE  OWNERS' CLUB, INC.
ATLANTIC REGION

PRESIDENT
THEODORE MINTZ
28 MILAN ROAD
WOODBIDGE, CONNECTICUT 06525

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

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

TREASURER
EMILY WALKER
RR#3
WEST REDDING, CONNECTICUT 06896

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

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

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

YOUR CHAIRMAN'S CORNER

THE REGION WAS INDEED HONORED TO HAVE BEEN INVITED BY ROLLS-ROYCE MOTORS, INC. TO ATTEND A COCKTAIL RECEPTION AT LYNDHURST CASTLE. IT WAS TO COMMEMORATE THE 75th ANNIVERSARY OF THE ROYCE MOTORCAR AND WAS HELD AT THE CONCLUSION OF OUR ANNUAL 'CONCOURS'. THE REGION RESPONDED WITH ENTHUSIASM.

THERE WERE APPROXIMATELY 70 OF THE FINEST CARS OF THE REGION IN ATTENDANCE. PRES BLAKE WAS KIND ENOUGH TO BRING HIS 1910 BALLOON CAR TO BRIGHTEN UP THE FIELD.

OUR CHIEF JUDGE, ED MCLAREN AND HIS JUDGING TEAMS, DESERVE A HEARTY ROUND OF APPLAUSE FOR THEIR HARD WORK. JUDGING THE QUALITY CARS FROM BOTH THE PREWAR AND POSTWAR ERA KEPT THEM BUSY THE ENTIRE DAY!

I am happy to report that some of our members who have been hospitalized for 'personal restorations' are on the road to recovery. Cards of cheer to FRED HAGUE, GEORGE TOLMAN and LEN GOLDFARB WOULD BE thoughtful.

TED

MAY 20th -- "OILY, GREASY, MECHANICAL MEET"
at Frank Alloca's
"Wrecking Meet" -- Newton, N.J. Submitted by Ed EATON, Jr.

Approximately 60 hearty waterproof individuals and 20 water stained autos finally arrived at the super modern clean room garage-emporium. Cars were immediately scheduled into "O.R." rooms and the surgeons and nurses went to work. While the procedures were sometimes long and complicated, little time was needed later for the recovery room, and most of the patients reported substantially improved "power" and "smoothness" with less smoking and squeaking.

The surgeons were led by John Harwood and a team of specialists, namely: Bill Luddeke, Ed McLaren, John Godfrey, and others. Plus Frank Alloca's graduate experts. There were too many to mention.

At about 1:00P.M. we "brown bagged" it in Frank's showroom to the accompaniment of red and white wine and listened to a fascinating and practical talk from Mark Wolloch. He spoke on the restoration of wood trim and the care of it in good cars as well as Rolls and Bentleys. Arthur Bastian consulted with many on their needed body repairs---to their cars that is!

The sunny disposition of the DOCTORS" and patients changed the weather, and by the time we spurted home, it was all sunshine and rainbows.

Many thanks to Frank Alloca and his team

SUNDAY - JULY 15th MEET

"OUR OTHER CAR" HOSTED BY JOHN GODFREY

JULY IS OUR MONTH OF INDEPENDENCE. THIS BE A TIME FOR US TO SHOW OUR TASTE FOR THE UNIQUE. THIS EVENT HAS BEEN DUBBED BY OUR CHAIRMAN AS, "OUR OTHER CAR", EVENT. WE KNOW THAT BACK IN THE GARAGES OF THE MULTITUDE OF OUR MEMBERSHIP SIT ---THE OTHER CAR ---. THAT MODEL 'A', 150JAG, PIERCE OR, MGTD, PLYMOUTH COUPE, BUICK ETC., BEING NEGLECTED WHEN THE RROC MEETS COME UP. SO THIS TIME WE WANT TO SEE YOUR OTHER CAR!!

Also, as we have seen from our cook book, many of you are great and wonderful cooks. So, not only do we want to see that other car---we want to taste your best recipies. Please bring a MAIN DISH to serve 2, in a dish with your name on it. These will be set on a large table to be selected by random numberby another group.

Also, on our list--If any of you have spare parts that you wish to sell bring them along. Please make sure they are clearly marked with your name and the price.

For those of you that do-not have the "Other Car" please bring your Rolls or Bentley.

Please send a note if you plan to attend: to: Mr. J. Godfrey
113 Cross Highway
Westport, Conn. 06880

DIRECTIONS

FROM N.J. AND N.Y. Come to the Merritt Parkway and travel East to Exit 42. Turn left at the exit and drive straight south to the 'T' intersection of Weston Road and Cross Highway. Turn left onto the Cross Highway to #113. You will see a sign that says Cross Highway Garage.

FROM CONN.: Exit 42, westbound (turn right)
Exit 42, eastbound (turn left) follow above directions.

Please send all articles for print to:
Editor: Margaret M. Vitale
Box 63
Lake Grove, N.Y. 11755

FOR SALE *** FOR SALE

1967 Rolls Royce Silver Shadow-- 4door--LHD. Car excellent, Air, Stero, Cassette, cruise control, full power. Silver over Cardinal Red, mint black leather. \$21,775. Call 203-264-3161 eves. Harry A. Holden.

#####

SERVICES *** SERVICES

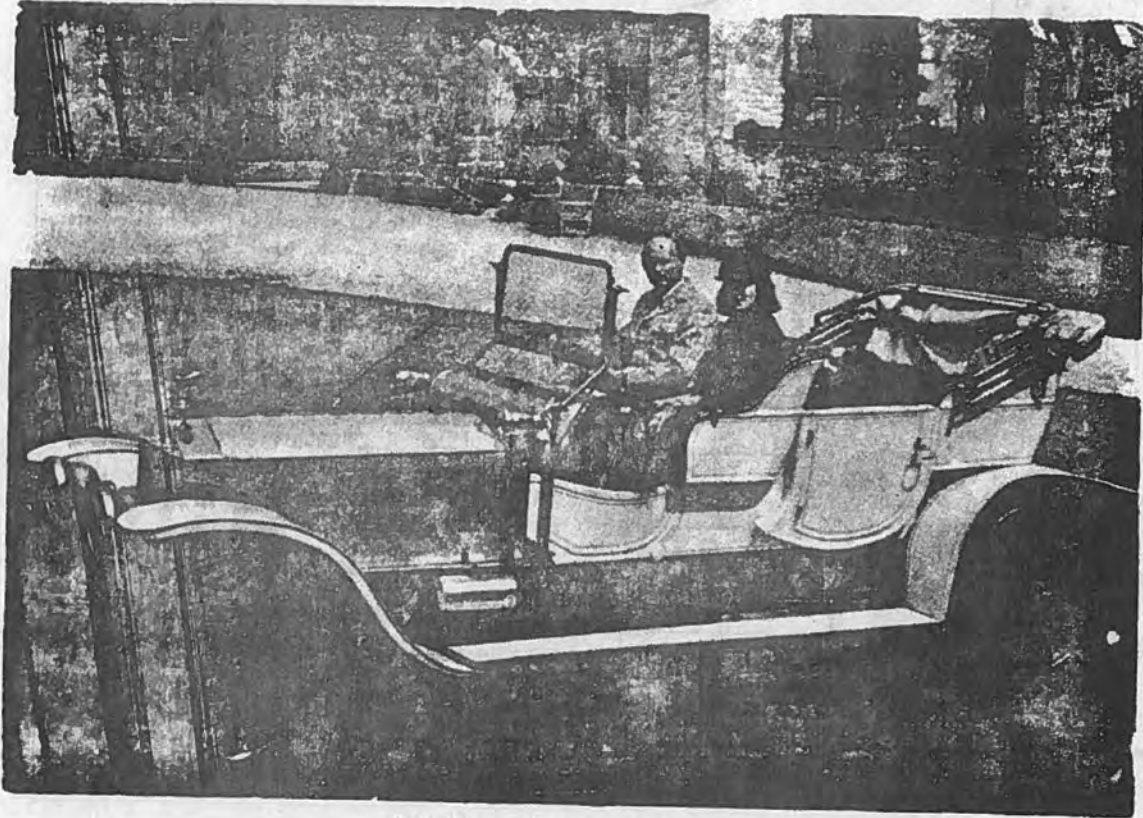
AUTO CABINET AND WOOD WORK.

Mark Wallach, LTD.
27 New Street
Nyack, New York 10960 Phone 914-358-8179.

AUTO BODY RESTORATION

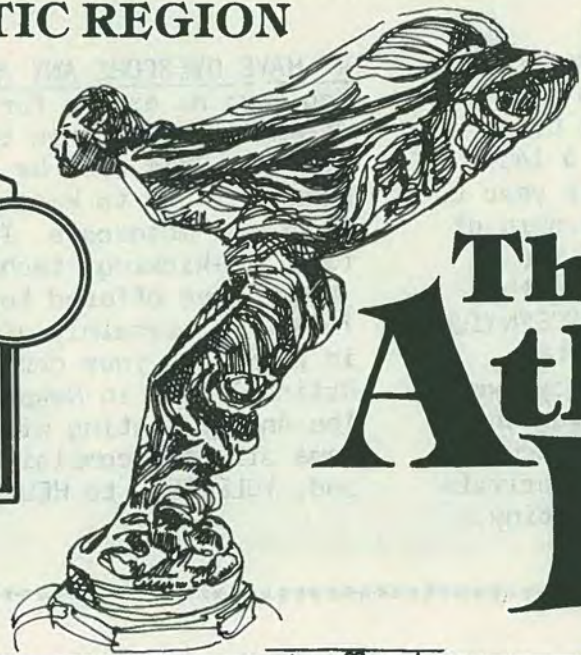
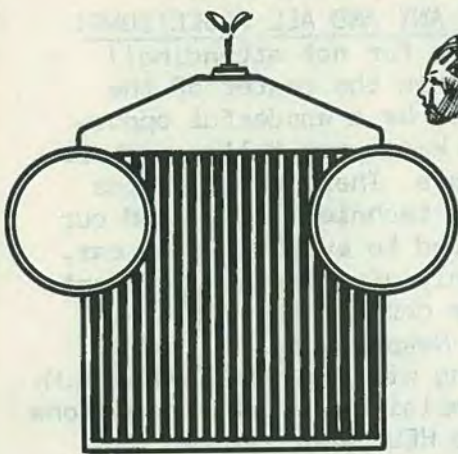
NSC Auto Body
Rt 565 South
Sussex, N.H. 07461 201- 875-7143

Check this one : It may be new Jersey --not-New Hampshire. (ED).

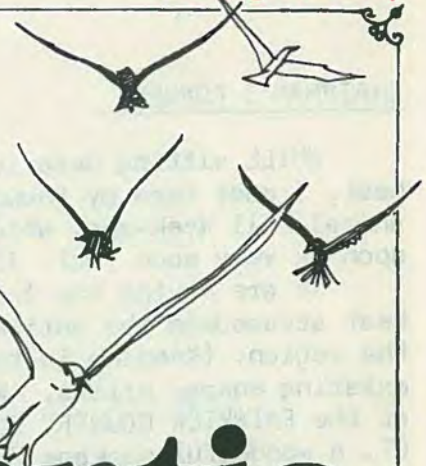


1909 Rolls Royce 'Silver Ghost' of the Montagu Motor Museum, Beaulieu, Eng.

THE ROLLS-ROYCE OWNERS' CLUB, INC.
ATLANTIC REGION



The
Atlantic
Lady



PRESIDENT-----Theodore Mintz
TECHNICAL VP-----John Haywood
ACTIVITIES VP-----John Godfrey
JUDGING AND AWARDS VP -----Edward McLaren

NEWSLETTER EDITOR-----Margaret M. Vitale
SECRETARY-----Edgar Eaton
TREASURER-----Emily Walker
THE COMMITTEE-----Donald Close
Allen Levy
William Lueddeke
Lawrence Veprovsky



CHAIRMAN'S CORNER

WHILE sitting here in the sweltering heat, I must turn my thoughts to our Annual Fall Week-end, which will be upon us very soon (Oct. 12, 13, & 14th).

We are moving the local this year to best accomodate the entire membership of the region. (Keeping in the mind the existing energy crisis. We will gather at the FAIRVIEW COUNTRY CLUB in GREENWICH, CT. A wonderful package deal has been arranged for those who plan to stay over-night. Tennis and golf will be available to us at the regular guest fees. Security will be no problem. The club is a private facility and away from public scrutiny.

WE HAVE OVERCOME ANY AND ALL OBJECTIONS!

You have no excuse for not attending!! Greenwich, CT. is in the center of the region. This will be a wonderful opportunity to get to know your fellow members, and their motorcars. There will be time for tire-kicking, technical help, and our judges have offered to evaluate your car. This will certainly give you a head start in preparing your car for the 1980 National Meet in Newport, R.I. The Annual meeting will be held Sunday A.M. Come air your complaints, bring suggestions and, VOLENTEER to HELP your region.

TED

From Your Editor

This issue, you will note is running the same picture that was on the back page of the last issue. I sincerely apologize for the poor quality of print of the last issue. In wait-for copy I ran late and rushed to a one day printer. The result was what you saw.

I received a most generous note from the Utz's, The FLYING LADY editors, commending me on a good newsletter. How embarrassing! I am going to try some thing new starting with next month's issue. HERE IS WHERE YOUR CO-OPERATION COMES IN!! I want to run a "Cover Car" each issue with inside story. Everyone likes to see a picture of their car and their name in print. Please! You don't have to be a writer. Just send facts and dates and we will do the rest. A black and white glossy of your car (and you too) is best. Please no Poloroids. Sharp contrast color will squeek by.

Please note the deadlines for the Sept. and October meets. Why not mail now to avoid the rush.?

Has anyone anything for sale (Cars, parts, literature Etc.) Send your copy to me before October 5, 1979. for November issue. Our FOR SALE and WANTED column is fast asleep. Your newsletter is your way of communicating with each other . If you don't send copy then all there is to print is the up coming meets and what happened at the past meets. A newsletter can be more interesing that. Perhaps a short technical column? Do you all know how to pre- pare your car for the winter if you do not drive her thru the winter months? Etc., etc.

Margaret.

COMING ACTIVITIES FOR 1979

- SEPTEMBER 23 --Driving Tests, (see data this issue)
- OCTOBER 12-14--Annual Fall Week-end and Meeting. Greenwich, CT. Reservation slip this iss.
- NOVEMBER -----Committee Meeting
- DECEMBER 1-----Holiday Party - Woodbridge, CT.

WELCOME TO NEW MEMBERS

Mr. Richard Harvey
Hudson View Gardens
Apt. B23
116 Pinehurst Ave.
N.Y., N.Y. 10033

Skitch Henderson
Hunt Hill Farm
New Milford, CT. 06776

Erwin Lebowitz
171 Dorset Dr.
Clark, N.J. 07066

Dr. and Mrs. Paul Rowan
299 W. 12th Street
N.Y., N.Y. 10014

SEPTEMBER DRIVING TESTS

The driving tests will be held SEPT.23 at the PERKIN ELMER PARKING LOT on Rt. 7 one mile north of the Merritt Parkway. (see map). The tests will start at 10A.M. PROMPTLY!! This will enable you to score more points toward the trophies awarded in October at the Annual Meeting.

Scoring and timing marshalls are needed. Please mark your reservation slip if you can help out. Marshalls are requested to arrive at the Perkin Elmer parking lot by 9:30 A.M. If possible, bring a stop watch.

Luncheon will be served at Brock's.(12:30) PLEASE FILL IN THE RESERVATION SLIP BELOW AND RETURN TO JOHN GODFREY

113 CROSS HIGHWAY
WESTPORT, CT.06880

No later than:
SEPTEMBER 17, 1979

RESERVATION FOR DRIVING TESTS MEET AND LUNCHEON
SEPTEMBER 23, 1979

NAME: _____

I will help marshall _____

Telephone# : _____

Number Dining at BROCK'S _____ at \$12.00 per person =\$ _____ enclosed.

Please indicate number of dinners you wish and your choice.

Bar-B-Que Beef and Chicken _____

Prime Rib _____

Scallop Dinner _____

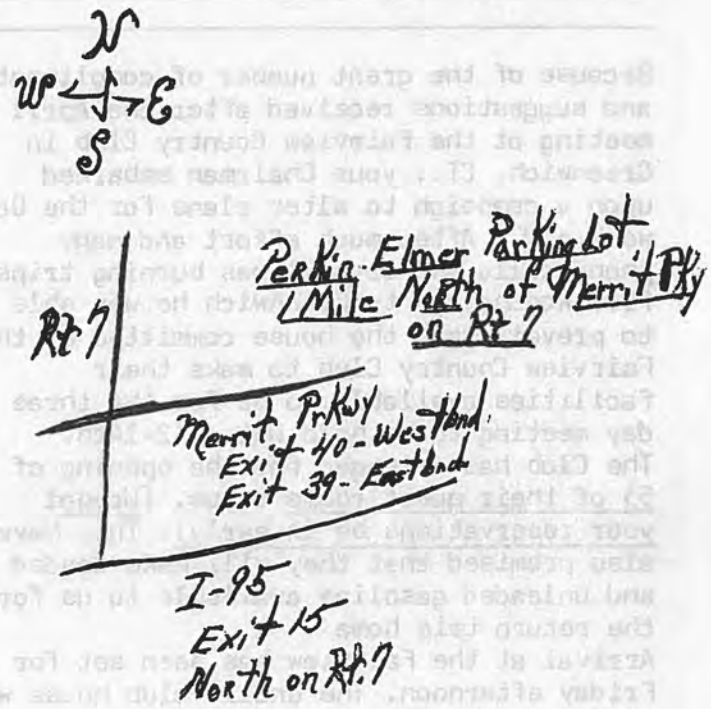
CASH BAR

Cocktails at 12:30

Luncheon at 1:00.

Please make your check payable to: Atlantic Region, RROC and return to John Godfrey.

NO LATER THAN SEPTEMBER 17, 1979



OCTOBER ANNUAL FALL WEEK-END AND ANNUAL MEETING October 12-14th, 1979.

Because of the great number of compliments and suggestions received after the April meeting at the Fairview Country Club in Greenwich, CT., your Chairman embarked upon a campaign to alter plans for the Oct. week-end. After much effort and many phone calls AND several gas burning trips from Woodbridge to Greenwich he was able to prevail upon the house committee of the Fairview Country Club to make their facilities available to us for the three day meeting to be held Oct., 12-14th. The Club has arranged for the opening of 35 of their quest rooms to us. (Urgent your reservations be in early). They have also promised that they will make leaded and unleaded gasoline available to us for the return trip home .

Arrival at the Fairview has been set for Friday afternoon. The entire club house will be at our disposal.

Dinner will be served at 7P.M. (cocktails prior to dinner).

At 11:AM. Saturday a motorcar tour is planned thru lower CT. and the Westchester countryside--hopefully the foliage will be at its most lovely. We will travel 22 miles of country roads to the Hammond Museum and Gardens in North Salem, N.Y.--where a planned tour will take us thru this historic site followed by a delux luncheon. Our Annual cocktail party will precede our Annual Awards Banquet at the Fairview on Saturday evening.

NOTE: You may reserve all or just part of the week-end. We can accomodate you on a per diem, per meal basis.

A inimitable dinner will be served in the Club's spacious dining room at 7:30P.M. during which time the Year's awards will be made.

On Sunday morning an open "Coffee and Danish" breakfast will be served during our Annual Meeting (10:30 A.M.), with Brunch to follow at noontime.

DIRECTIONS

From Long Island, New York, or New Jersey

Take the New York State Thruway to Cross Westchester Parkway (Rt 287_ to Rt. 684 (Brewster-North) to Rt.120 Exit then East following the signs to the Westchester County Air port. At the airport entrance turn LEFT to Rt. 120A and right to the Fairview Country Club.

FROM Connecticut

Take the Merrit Parkway to the Exit for Rt. 120A (King Street) (first exit after the Greenwich Toll) and travel north on King Street to Fairview.

RESERVATIONS

Please send your reservations and check for \$25.00 (deposit) AT ONCE to:
E. Walter Snyder
1075 Central Park Ave.
Scarsdale, N.Y. 10583

RESERVATION FOR ANNUAL WEEK-END AND ANNUAL MEETING OCTOBER 12, 13, 14th, 1979

PLEASE RETURN WITH YOUR CHECK TO E.WALTER SNYDER, 1075 CENTRAL PARK AVE., SCARSDALE, N.Y.

NAME: _____

of Rooms _____ for _____ Nights @ \$34.00 per night (inc. Continental Breakfast)

_____ people for Dinner Friday evening.

_____ People for Luncheon Tour Saturday.

_____ People Awards Banquet Saturday Evening.

_____ People Brunch Sunday .

SIR HENRY ROYCE AND CHARLES ROLLS' 75th ANNIVERSARY OF THE " ROYCE CAR "

as observed by Virginia Korteweg

The setting was glorious Lyndhurst Castle, a resplendent Gothic mansion in Tarrytown, N.Y., overlooking the Hudson River. The memorable day was Sunday June 10 and even the sun knew it was the 75th anniversary of Henry Royce and Charles Rolls' 'Royce Car'.

The railroad tycoon, builder of Lyndhurst, J. Pierpont Morgan, would have been envious of the Rolls Royce and Bentley motorcars which graced his sprawling lawns. Grand Linden trees and magnificent Beech trees provided wonderful shade for the owner's picnics of crab in mustard sauce, patés, breast of capon, tasty cheeses with English biscuits, fresh fruit truffles, cold imported beers--and that was only the beginning.

Following an afternoon of grueling, competitive judging of 65 outstanding motorcars, George Lewis, president of Rolls-Royce of America, highlighted the occasion by hosting a reception on the rambling veranda of the Castle, overlooking the Hudson. The purpose of the party was capsuled by John McFarlane. "The reason we are here to commemorate this day, is that it was today, 75 years ago, that Sir Henry Royce drove the first Royce Car from his premises on Hooke Street, Manchester, successfully the 40 miles to Knutsford. This was the beginning of Rolls-Royce history. Shortly after that a mutual friend brought Rolls to see Royce's car. The outcome was that Rolls agreed to sell all the cars that Royce could build and that the motorcars would be called "Rolls-Royce"."

And so, 75 years later, George Lewis thanked us for the strong relationship between the Atlantic Region of Rolls-Royce Owners Club and Rolls Royce of America, explaining that this homogenous relationship has been mutually beneficial. The Company has given us a great deal of technical assistance over the years and has donated many prizes for our fine motorcars. On the other hand the owner's beautifully restored motorcars have undoubtedly strengthened the sales of the Rolls-Royce motorcars. The pride of the motorcars was extolled by both parties.

To emphasize this, George Lewis asked Reg Abbiss of Public Affairs, to do something very special to mark this anniversary in the East. Mr. Abbiss designed a special plaque, in England, at the Works, of genuine burl wood veneers. He engraved, ROLLS-ROYCE OWNERS CLUB CAR OF THE YEAR, PRESENTED BY ROLLS-ROYCE MOTORS, INC., TO MARK THE 75th ANNIVERSARY OF THE FIRST ROYCE CAR", upon this plaque. It was a difficult choice. The plaque was awarded to a stalwart member of our region, Phil Wichard, for his Springfield Phantom I with a Hibbard & Darrin convertible sedan body. A robust round of applause for Mr. Wichard's P-I was testimony that the company had made a fair and wise choice.

Ted Mint, Director of the Atlantic Region, RROC, thanked the company on our Region's behalf and presented Ellen Lewis with a Rolls-Royce needlepoint pillow from all of us.

Sparkling wines and a steamship round of beef was served with wonderful canapes and enjoyed by all. The long day ended with a parade of our exiting motorcars into the setting sun. What a wonderful Anniversary Party! Thank you, Henry Royce! Thank you, Charles Rolls! And thank YOU, George and Ellen Lewis!! V.K.



JULY MEET --BRING YOUR OTHER CAR by Bob Greenberg

The Clenet is one of the group of custom specialty cars that has emerged during the last decade. Evocative of the large roadsters of the 30's, its highly crafted coachwork is mounted over a Lincoln chassis and engine, which has been moved back. The workmanship and detail are up to the highest standards of earlier coach builders. Its form and long hood design are more restrained than most but somewhat "zoomy" by purist Rolls-Royce standards. Exposed exhaust pipes disappear under running boards with genuine wood strips. The quarter windows are etched in a floral pattern. There are but 200 Clenets being built selling for approximately \$80,000. per.

The 1946 Ford station wagon is surprising too. For unexpectedly, it is partially constructed of wood .(four fenders and hood of metal). Doors, inside and out, including frames, are of wood. The upper structure and the rear loading gate are of ash and mahogany. It moves down the road with the modest sound of wood working--not unlike the sound of a fine yacht at anchor in soft swells. It stands higher than the Silver Cloud and has, inspite of the original intentions of the design, a dignity that is unmistakeable. This model Ford sold for \$1900. in 1946 and, today has appreciated to significantly more than two new Ford station wagons.

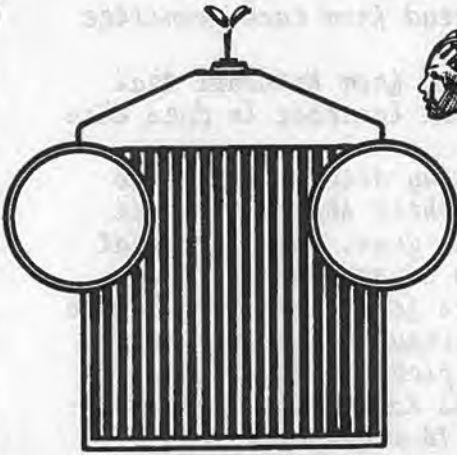
Both were at John Godfrey's Cross Highway Garage at the July, Bring-Your-Other-Car Meet. They were driven by Presley Blake and Cliff Smith, respectively. There was a varied selection of very interesting automobiles. They included a 1942 Buick Sedan, a Jeep Renegade, a 1937 Austin Bantam Roadster, a Mercedes '54 300S Cabriolet, a Porsche 911S Targa, a Jaguar XK120 and a Corvette Stingray split window coupe. There were 20 other interesting cars including some 'other' Rools- Royces.

A pleasant feature of the Meet was the food. Each participant prepared a main dish which was put out on the table of the open air buffet. Everyone helped themselves. This may be staid Connecticut's equivalent of the Marin County wife-swap. Everyone enjoyed salmon mousse, spinach pie, chicken sienna, rice salad, noodle salad and tuna-tomato casserole. And for dessert--Pineapple upside-down cake, cannoli and so many other delicious desserts.

Previously, I've not understood why John Grodfrey always appears to be smiling to himself---seeing his Cross Highway Garage explains a good deal. His 19th Century home stands on 2 acres in a village-like setting, with 4 out-buildings that open onto a motor court. Each building contains 2 or 3 Rolls or Bentleys in various stages of reconstruction. The garage portion of the property was operating in 1904 and includes an antique, but functioning gas pump.

Originally, a nine cylinder Fettucini,also was to have appeared, but this model has the rare wooden block only runs well in times of low humidity,so couldn't make it.

THE ROLLS-ROYCE OWNERS' CLUB, INC.
ATLANTIC REGION



The
Atlantic
Lady



PRESIDENT - - - - Theodore Mintz
28 Milan Rd.
Woodbridge, CT.
06525

Technical V.P. - - John Harwood
3 Yon Road
Huntington, N.Y.
11743

Activities V.P. - John Godfrey
113 Cross Highway
Westport, CT.
06880

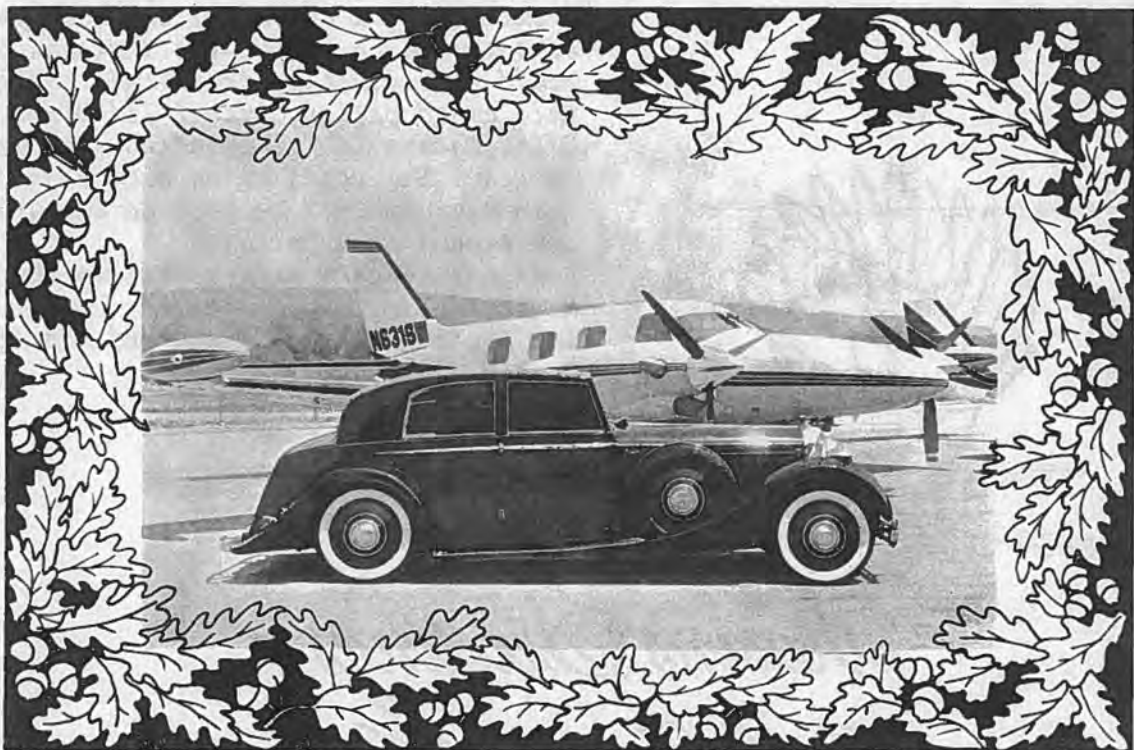
Judging & Awards Edward McLaren
25 Middle River Rd.
Danbury, CT.
06810

Editor - - Margaret M. Vitale
Box 63
Lake Grove, N.Y.
11755

Secretary - Edgar Eaton
30 Colonial Dr.
Covent Station, N.J.
07961

Treasurer - Emily Walker
R.R. 3
West Redding, CT.
06896

Committee - Donald Close
Allen Levy
Wm. Lueddeke
Lawrence Veprovsky



T.R. Mintz's B131KU
Cover Sorty on Pg. 2

COVER STORY by T.R.Mintz

THE following is part of a letter from Ken Karger. " Congratulations on the purchase of B131KU. It is an exceptionally fine and handsome motor car. According to my records, it was sold new to W.Stoddart, London. The guarantee being effective from November 1937 onwards. It was at the London Motor Show that year, possibly on the Freestone and Webb stand. FSW's files, in any case refer to the body style as a 'chamfered corner brougham', but don't ask me why.

They generally referred to the 'top hat' style as a brougham. Your car was sold, used in Feb, 1939 for £ 971, the mileometer then reading 16,000.

Our Region affectionately has named B131KU the "SIN-BIN" because of the Purdah glass, which has been the subject of many heated discussions among the judges at various meets. However, I have read an article in the August 20, 1935 issue of "MOTOR" and it states that smoked glass was installed in a 3½ Litre Lancefield Streamlined Bentley.

I purchased the car in 1976 from my very close friend, Don Craft. Don later told me that he would have eventually given me the car because he felt that one so complimented the other.

ANNUAL MEETING RRQC, ATLANTIC REGION

October 14, 1979, Greenwich, CT.

The meeting was conducted by Ted Mintz and , reports read from each committee chairman.

Ed Eaton reported from National that there is to be an increase in dues this coming year.

There was a lengthy discussion as to whether or not there should be fewer meets during the year. Some felt that the 10 held now caused some to lose interest. Others felt that there has to be enough for everyone to have the opportunity to pick and choose as they wish. A vote was taken and there will continue to be 10 meets each year.

Those nominated and elected to office for the 1980 term were:

Ted Mintz ----Chairman

John Harwood--Technical VP

John Godfrey--Activities VP

Wm. Luddeke---Judging and Awards VP

Ed Eaton-----Secretary

Emily Walker--Treasurer

M.M.Vitale----Editor

The Committee: Ed McLaren

Don Close

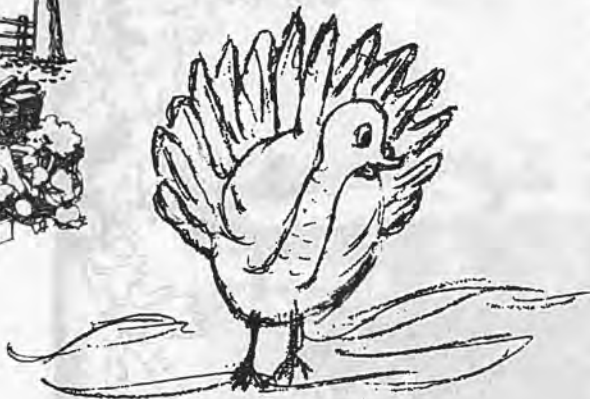
Allen Levy

Larry Veprovsky

The Walker Scholarship was discussed. No one has been able to find a suitable recipient. If there is anyone with knowledge of a technical or vocational school with an automotive division that would have students that could qualify for this award please contact Ted Mintz. Emily Walker is recuperating from recent surgery. She would enjoy receiving a card from the members. We hope to see you up and around soon Emily. Year end reports will appear in the January Newsletter.

The meeting was adjourned and a delightful brunch was served.

M.M.V.



*Season's Greetings
and Best Wishes for the New Year*

SERVICES AVAILABLE

Our Chairman has suggested that a roster of available services be printed for the membership to use. National has stopped issuing theirs. No sooner had Ted made this suggestion when I received this communique from Halsey Bullen.

ROGER FORD, R.R. trained in England and formerly with R.R. of Canada plans to be in CT. by October. He will take any kind of R.R. work. Having enjoyed both his friendship and his R.R. expertise since 1965, I do not hesitate to endorse his ability and his complete honesty.

For the past 6-7 years he has been doing restoration work, both cosmetic and mechanical on the West Coast and Hawaii. Some of the older members may recall meeting him at Lime Rock or Fall Foliage meets. One of my outstanding memories is when I assisted him with the surgery on the massive engine in Bob Mouat's Speed six.

Roger will be working at our home and if you would like to solve an R.R. problem dial 203-348-1246 or, if no answer, 203 327-0190.

H.G.B.



FOR SALE * FOR SALE * FOR SALE

BENTLEY S-1 S/S 1956, RHD, New Silver/Midnight paint, Grey leather, New Chrome, New W/W tires. Mechanically Sound-drive anywhere. \$14,000 Firm. G. Vitale
516-588-7088 After 7P.M., Before 10P.M.

BENTLEY S-1 S/S (B85EK) 1957, RHD, PS, PB. Silver Grey, Grey Leather, Blue carpet. Completely original, Excellent condition. \$14,000. Michael Tropp,
212-648-7759.

WANTED * WANTED * WANTED

OWNERS Manual for 1954 Silver Dawn,
(or Bentley R-Type)
Tool Tray (underseat) and tools
for '54 Dawn.
Dick Podoloff, Carrington Rd.,
Bethany, CT. 06525.

CORRECTIONS BY THE EDITOR

A list of members names inadvertently omitted from the Roster:

James McManus, 20 Bermuda Rd.
Westport, CT. 06880

James Mote, RD2, Box 863,
Andover, N.J. 07821

Louise Gold, c/o Armtork, Box 1103
Great Neck, N.Y. 11023

Louise Keppler, 119 Highland Pl.
Croton-On-Hudson, N.Y. 10520

Dr. Stanley Lane, 40 Herkimer Rd.
Scarsdale, N.Y. 10583

Monroe Mann, 12 Puritan Dr.
Port Chester, N.Y. 10573

Malvin Schechel, 414 Golf Dr.
Ocean side, N.Y. 11572

Leaster Stein, 88 Vinton Street,
Long Beach, N.Y. 11561

Patricia Veprovsky, 960 Hawkins Ave.,
Lake Grove, N.Y. 11755

CHANGE OF ADDRESS:

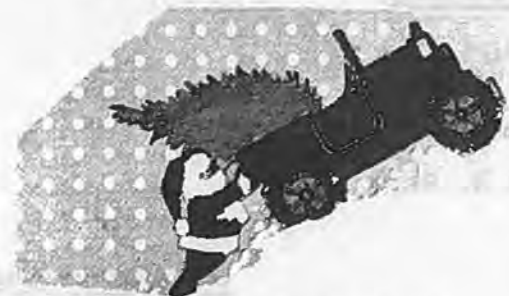
Geoffrey Dalton, 160 Boulevard,
Pompton Plains, N.J. 07444

Peter Schwartz, Box 68H,
Tuxedo Park, N.Y. 10987



WELCOME TO A NEW MEMBER (2)

Victor A. Casebolt - (Jo)
160 Ferris Hill Rd.
New Canaan, Ct. 06840
Charles H. Spiegel - (Linda)
RD2, Rt. 22
Mt. Kisco, N.Y. 10549



FREE * FREE * FREE * FREE
FOR anyone needing 4 tires.
Dunlop Fort BSW 7:50 X19. Fair
amount of tread. No tubes.
No charge. You pick up.
Vic Kohman, 32 Summit Rd.,
Verone, N.J. 07044
201-239-3196.

RROC, ATLANTIC REGION DRIVING TESTS
Results for 1979

NAME	MODEL	POINTS
T.R. Mintz	Bentley	224.3
D. Close	Bentley	224.9
E. Atlas	S3B	272.0
A. Levy	Bentley	278.7
E. Eaton	Bentley Cont.	282.6
G. Vitale	Bentley S-1	283.7
A. Penner	Bent. Cont. Convrt.	287.5
H Thompson	S.S. LWB	294.6
L. Goldfarb	Bentley	297.3
D. Podoloff	SLV. DWN.	311.5
G. Cantero	SLV. CLD.	415.5

The left hand column is the results of the 1979 Driving tests. There was no report written about the meet. As best I can remember there were about 12 cars that attended but, not all competed. Some shared the duties of time and score keepers because there were not enough people for each event. The day was brisk and sunny--a nice day to be out doors and a good day for taking pictures of cars being put thru their paces. A very nice lunch was arranged for at the Red Barn and those who met there enjoyed it thourly.

1979 AWARDS ----ATLANTIC REGION , RROC.

Bentley S-1 and Later

1. M. Clifford Feder
2. Harold Porter
3. Dennis Gartner

R-R Post War

1. Richard Harvey
2. Carl November
3. Margart M. Pinkham

R-R Pre-War

1. No Award
2. William Lester
3. Frank R. Allocca

Popular Choice

Philip Wichard

Best In Show

Theodore R. Mintz

Epreuves de Maneuvres

1. T.R. Mintz
2. Donald Close
3. Ernest Atlas

Vintage Car Award

Lee Lebowitz

Most Improved Car
M. Clifford Feder

Woman of the Year
Helen Eaton

Walker Trophy Replica for 1978
John Harwood

Walker Trophy
Frank R. Allocca

Rolls Royce Trophy
Donald Close

Guerrero Trophy Replica for 1978

Ernest Atlas

Guerrero Trophy

Theodore R. Mintz



THE sportswoman endorses the Rolls-Royce as unreservedly as the woman whose primary interest is art or society. Alert and responsive is this best of motor-cars—courageous and unfaltering, however difficult the footing. The sportswoman thinks of it as a thing alive, indeed compares it with her thoroughbred, prize-winning hunters. It mingles with assurance in smart company when hounds meet, and sweeps into place graciously at the side of polo field or country race-course. She drives it herself, by choice, because she has found the hours at the wheel do not tire her. Rather, they increase her pleasure in its swift, sure power, for it is cushioned on luxurious springs and balanced so matchlessly that she seems

to be flying rather than driving. Her friends remember well the morning, five seasons ago, when she first appeared in this roadster. They approved its smartness then. They are as ready to do so today, in spite of the fact that it has covered, without the annoyance of frequent repair bills, upwards of fifty thousand miles. There is no question in their minds nor in the mind of the owner that Rolls-Royce performance and Rolls-Royce appearance more than justify owning the finest motor-car obtainable.

A one-hundred-mile trial trip over roads you may select will be arranged at your convenience. Rolls-Royce, Fifth Avenue at 56th Street, New York. Branches in principal cities.

ROLLS-ROYCE

ROLLS ROYCE 75th ANNIVERSARY NATIONAL MEET

AUGUST 1979 Doubletree Inn, Monterey, CA.

by Claire K. Nicotra

Beautiful weather and beautiful cars greeted us upon our arrival at the beautiful Doubletree Inn of Monterey, CA. Fortunately we had made our reservations 6 months ago and were able to reserve a room at the headquarters of the meet. Since the Doubletree Inn can accommodate up to 800 people only, some of the 1200 people attending the meet had to find lodging elsewhere.

Monterey was certainly a lovely spot for this year's National Meet! The five days that we were there certainly flew by. Activities included 2 days of technical seminars for both pre and post war cars. The Rolls-Royce Store and the Hospitality Center provided more to do. Also a fashion show, a side trip to beautiful Ventana in Big Sur and a winery tour. The Rolls Royce Motors, Inc. graciously held a delightful cocktail party at the Doubletree Inn. Much fun was had by all!

Dennis and I think that the Atlantic Region was nicely represented at this meet. Although none of us had a Rolls or a Bentley with us, we certainly had a fine time admiring those that were there. John McFarlane made the long trek from the East Coast (Rochester, N.Y.) driving his P II Phaeton. Other long distance members attending ranged from Canada to Australia, England and other European countries.

The day of the judging was quickly upon us and, beautiful cars were everywhere. We did note that although there were many cars from other states most that were on the judging field were from CA. One honored guest at the meet was Mrs. W.O. Bentley. The banquet that evening was very exciting! All first place winners were awarded their trophies as they drove thru the banquet hall!

The concluding events of the meet were the Vintage Bentley Races held at the Laguna Seca Raceway and Pebble Beach Concours. We especially enjoyed the Concours. We look forward to next year's National Meet. C.K.N.

1980-1981 RROC COMMITTEE

Chairman

Edgar P. Eaton, Jr. 201/539-1868
30 Colonial Drive
Convent Station, N.J. 07961

Activities Chairman

Allen Levy 212/472-1669 (office)
370 East 76th Street
New York, N.Y. 10021

Associate Director of Activities (Appt. Committee Member)

Robert Greenberg 516/427-1316
P.O. Box 217
Lloyd Harbor, N.Y. 11743

Technical Chairman

John Godfrey 203/227-3439 (home)
113 Cross Highway 212/560-3540 (office)
Westport, Conn. 06880

Associate Technical Director (Appt. Committee Member)

John Harwood
3 Yon Road
Huntington, N.Y. 11743

Assistant Technical Director (Appt. Committee Member)

Frank Allocca 201/383-2626 (9 am- 6 pm)
90 Melrose Road 201/335-7536 (after 6 pm)
Mountain Lake, N.J. 07046

Dr. Allyn Roberts (Appt. Committee Member)

34 Snowden Place 201/748-8792
Glen Ridge, N.J. 07028

Judging Chairman

William Lueddeke
192 Valley Drive
Watchung, N.J. 07060 201/753-2547

Secretary

Grace Tauber (Mrs. Edward) 516/742-7112
110 Sackville Road Off: 212/335-5500
Garden City, N.Y. 11530

Treasurer and Editor of Newsletter

Emily Walker (Mrs. Graydon) 203/438-2389
RR 3
West Redding, Conn. 06896

Committee Members (Elected)

Don Close 201/744-3875
7 S. Mountain Terrace
Montclair, N.J. 07042

Committee Members - continued

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

Edward McLaren
77 Middle River Road
Danbury, Conn. 06810

203/744-0342

Lydia Morrongiello (Mrs. Charles)
18 School Lane
Lloyd Harbor, N.Y. 11743

516/423-4195
Off. 516/747-1800 Ext. 11

Regional Representative

Ted R. Mintz
28 Milan Road
Woodbridge, Conn. 06525

203/387-0605

MINUTES OF ANNUAL MEETING OF RROC
October 19, 1980

The Annual Meeting of the RROC was held at the Fairview Country Club in Greenwich, Connecticut, on Sunday, October 19, 1980. Approximately 36 members were present.

The meeting was called to order by Chairman, Ted Mintz, at 10:30 a.m.

Appreciation was expressed to E. Walter Snyder on behalf of the Region for his very fine arrangements covering the Meet from Friday, October 17th through Sunday, the 19th, and it was learned that he had volunteered to the Incoming Chairman to do the same for next year.

The Minutes of the last Annual Meeting were read by Ed Eaton, and upon motion made by Tom Gallagher, seconded and passed, were accepted as read.

Officers were called upon for their reports:

Bill Lueddeke as Chief Judge gave his report as well as presenting awards to those not present at the Awards Dinner the previous night, namely to Don Close, with the Vintage Award going to Larry Veprovsky and the Walker Trophy to Ed McLaren as the man having done most for the Region in the past year.

Emily Walker gave the Treasurer's Report which will be published in the Newsletter and which was accepted upon motion duly made, seconded and passed.

John Harwood, Technical Chairman, was not present, but a letter would be sent to him expressing appreciation for his work over the past year. Ed Eaton will request that the new Technical Chairman receive all Manuals and the Secretary will compile a list of all Manuals owned by Region. Emily Walker recommended that said list be published in the Newsletter. For information of new members, it was stated that the Region owns Technical Workshop Manuals for all cars and that they are available for members use. Deposit could be mailed in and book mailed out for member's use for a limited period of time.

Ed McLaren called upon for report as National Director. He noted that nothing of significance came before the Board at the Newport Meet, except one point to be acted upon later. The Council of Regional Representatives is comprised of a representative from each Region in the National Organization. National would like to see each Region elect a Regional Representative and the responsibility of that person would be to attend National meetings once a year and Director meetings twice a year, reporting back to the Region.

Ed Eaton reported that we are the only Region in the entire Country to have 2 members as Regional Directors.

Announcement made of Ed Eaton's nomination as National Secretary and each member was urged by our Chairman when requested to vote for National Officers to be sure to cast his vote for Ed Eaton.

Question was raised by Tom Gallagher as to why the format was changed for our Membership Roster this year. Ed McLaren answered that it was strictly a matter of economy.

Chairman Mintz elaborated upon the RROC Scholarship to be awarded to some deserving young man in promoting interest in automobiles. The proceeds from the Cook Books sales and the interest therefrom would constitute the Scholarship Fund. (Technical Careers Institute, which has many departments, would offer students with greatest aptitude...not necessary based only on grades...and award would be given 4 times a year consisting of BSA tool kit with English tools, which would retail for approximately \$500. Next graduation is scheduled for December 23, 1980 at which time 2 awards will be given with a retail value of \$1,000 but at a cost to the Atlantic Region of only \$500. We are to be represented when the final decision is made by the school as to the recipient of said award; it is hoped that a totally blind young man known to our Chairman will be the recipient.)

Comments were invited on last year's meetings.

John Godfrey commented that no award was given for driving tests this year and that he would like to see greater participation in this event and incorporate more activities for competitive driving. He asked for suggestions from members. Emily Walker commented that there never were more than 15 participants in driving tests.

The clinic with technical session and flea market held at George Haug's in New York was extremely successful and well attended. Gratitude was expressed to F. Haug and his son-in-law for making that technical session available to us.

Ed McLaren gave report of Nominating Committee with a comment upon nomination of one of our members for a National office. The following slate was proposed by the Nominating Committee for the coming year:

Chairman	Ed Eaton
Activities Chairman	Allen Levy
Technical Chairman	John Godfrey
Judging Chairman	Bill Lueddeke
Secretary	Grace Tauber
Treasurer	Emily Walker
Editor of Newsletter	Emily Walker
Committee Members	Lydia Morrongiello
	Don Close
	Cliff Feder
	Ed McLaren

An addition to those named is a member to the Council of Regional Representatives for the National organization, and that nominee is Ted Mintz. Len Goldfarb moved that the slate be accepted as presented; motion seconded and passed. Congratulations then expressed to the newly elected members.

Announcement made of the 1982 Spring Tour in New England now in the planning stage (6-day duration).

Presentation made by Chairman Mintz to Ed Eaton with gratitude for his cooperation in producing the Newsletter on a day's notice.

Meeting turned over to new Chairman.

Chairman Eaton expressed his desire to carry on in the steps of his two predecessors and outlined his aims:

1. Fellowship, association and friendship to be our main goal.
2. Maintenance and reconstruction of our cars and to become better educated in regard to them.
3. Friendly and fun meetings to be arranged.
4. Friendly competition, so long as the idea of winning does not become of sole importance.
5. The more people we get involved, the more fun all will enjoy.
6. Ted Mintz will handle membership and public relations plus continued relations with Rolls Royce
7. Attempt to center meetings one-hour distant from most members.
8. Attempt to schedule varied programs for varied interests, with programs that members would hate to miss.
9. There should be a sound treasury without an expensive spending program.
10. Important to repeat dates and locations of programs.
11. Attempt to keep Region a happy experience.

Chairman announced a Committee Meeting to be held at his home on November 9th.

Presentation of token remembrance to Ted and Jacquie Mintz. (Silver tray engraved as follows: October 1980, In Grateful recognition, Ted Mintz, For creative, enthusiastic friendship; Jacquie Mintz, For inspired and loving support, From the members of, The Atlantic Region RROC).

There followed a discussion with membership led by John Godfrey and Allen Levy re handling of future programs.

1. Certain meets that are traditions with set dates; traditionally, we have not had a meet the month of the National Meet.
2. Ted Mintz reported that one of the most gratifying meets was at Burwood Home for the Blind, and

suggests that we investigate it again. Allen Levy supported that idea and would be more than happy to plan on something like that again.

3. Joan Lueddeke suggested that driving tests be held at the time of Fall Foliage Tour when greater numbers would be present. Allen commented that he would like to plan the tests in such a way that more would feel they could drive their cars and not damage them.
4. Walter Snyder reported that out of 200 membership, only 33 showed up for the present week end...or 15 per cent, representing a very poor participation.

There followed a discussion as to how we could possibly improve attendance and introduce a more popular kind of meet:

(a) Invite special celebrity speakers not necessarily on the subject of cars.

(b) Arrange a week end event where people would have to remain for the entire time and not come and go on a daily basis.

(c) Suggestion that score be kept of attendance and announce the points for participation.

(d) Suggestion for a formal dinner dance.

(e) Suggestion for a family picnic.

(f) Suggestion for more elegance in our meets, i.e. Montclair Country Club.

(g) Suggestion that phone calls be made to serve as impetus to get members to attend.

(h) Suggestion for pot luck event.

(i) Suggestion that survey sheet with stamped addressed envelope go out to membership asking membership to indicate what they would like to have incorporated into the activities events; since no great response was had to such a mailing in the past, this suggestion was vetoed.

5. Walter Snyder suggested that roster be brought up to date if we are to attempt any personal contacting.

6. Don Close made suggestion that there be a separate dues mailing.
7. Emily Walker recommended that a card go out with statement thereon "You are a Member of the Atlantic Region in good standing."

Announcement was made of a member who had rejoined and was present in the room, namely Michael Harjes and his wife, Janet.

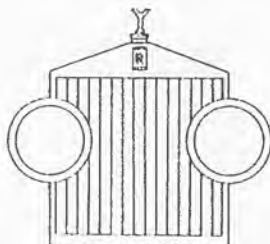
John Godfrey introduced the following guests, who were also present: Adrian Liddell, Edward Scott and Jim Blakney.

The meeting was adjourned at 12:15 p.m.

Respectfully submitted,

Grace Tauber, Secretary

THE ROLLS-ROYCE



OWNERS' CLUB, INC.

Carbone-Lorraine Ind.
400 Myrtle Ave
Boonton, NJ 07005

ATLANTIC REGION

November 21, 1980

Mr. Karl Zoller
312 Station Ave, N.
Glenside PA 19038

Re: Schedule of meetings-Atlantic Region

Dear Karl:

In order that we may try to plan and avoid conflicts of dates as much as possible for the mutual benefit of our members, many of whom are members of Keystone, here is our tentative schedule:

Feb. 8--seperate meetings, L.I. Conn.& N.J.
April 26-Technical meeting N.J.
May 16 -Joint - Keystone, Lyndhurst
June 7-driving tests, L.I. (?)
July 12-Economy Run-wine tasting, picnic and "Gasahol"
Sept. 6-15-Indiana-National
Oct. 16,17,18, Fallouting, Mohonk Inn, New Palz, NY
Nov.-Committee meeting
December 5-Westchester, Hanuka, Xmas Party

If you see any problems, please advise. By copy of this letter to Emily Walker, I am asking that she send you a copy of our regular Newsletter.

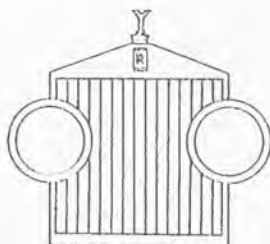
Best regards to you both.

Edgar P. Eaton, Jr.

EPE/kg

c.c.: Emily Walker
Grace Tauber
Allen Levy
✓ Bill Lueddeke

THE ROLLS-ROYCE



OWNERS' CLUB, INC.

November 21, 1980

Mr. Allen Levy
370 East 76th Street
New York, NY 10021

Dear Allen:

I have discussed with John De Campi the joint meeting with Keystone region in May, and they have selected Saturday May 16, which we have tentatively agreed on. It will be held at Lyndhurst.

I have also given our date of April 26 to Irving Kaufman to prevent a conflict with the Pierce-Arrow Society.

Sincerely,

Ed Eaton

EPE/kg

c.c.: Emily Walker
Grace Tauber
William Lueddeke

P.S. Please follow up on the Feb. 8 "Independent Meetings"

N.J..... Eaton, Allocca
Conn.....Emily Walker
NY.....Harwood, Greenberg

Please advise Emily Walker (copy to me) of what they will be-----how to register, Time & place (directions, price, deadline, program if any)

PPS. Please check Halsey Bullen Re: wine tasting (July 12). There is a rumor that he's selling his house.

ATLANTIC REGION

1981 CALENDAR

February 8th	Noggin and Natter (Foul Weather Meet) To be held in New Jersey, Connecticut and Long Island simultaneously
April 26th	Frank Allocca Technical Session
May ??	Joint Meet with Keystone Region
June 7th	Driving Test
July 12th	Rally (Gas-a-Haul) with Wine Tasting and Picnic
September 9-12th	National Meet
October 16, 17, 18	Fall Foliage Tour at Mohonk Mountain House
November ??	Committee Meeting
December 5th	Christmas/Chanukah Party at Rye Town Hilton

NOTE: Nothing scheduled for January, March or August

MINUTES OF COMMITTEE MEETING
November 9, 1980

RROC Atlantic Region Committee Meeting, held at the home of Chairman Ed Eaton on November 9, 1980, was called to order at 1:45 p.m., following a buffet luncheon served to all members and their spouses. The Chairman stated that the purpose of this meeting was to exchange ideas and decide what is best for the Club for the coming year...what we want to do and what we want to change.

The Chairman commented upon the quality of the Newsletter and compliments were extended to Emily Walker for her very proficient job of production.

The Chairman recommended that first on the agenda should be a discussion of what changes should be made in our format, i.e. number of meetings to be held, where they are to be held and the like.

Ed McLaren commented re the number of meets we have during the year, observing that the same people are doing the work, but not the same people are appearing.

Don Close suggested having a number of different meets to appeal to the diverse interests of members, besides their cars.

Allen Levy enumerated the types of meets, such as driving tests, economy run, rallies, concours, technical sessions.

Emily Walker, as a follow up to Ed McLaren's point, questioned why we have such a terrific turnout at the Christmas Party, and felt that we could incorporate into one year some of the things that Don Close is talking about...have fewer meets, but have "back up" meets.

Frank Allocca suggested, on an experimental basis, reducing the number of meets one year and then going back to the old program the following year. He observed that there seems to be a good deal of conflict with other involvements of members.

John Godfrey remarked that while we are complaining about small numbers of people appearing, if we reduce the number of meets, we may get so many more people attending that the meet could become unmanageable.

John Harwood stressed the problem of winter months being difficult because they would have to be handled on an indoor basis where costs would become prohibitively expensive.

Allen Levy asked how many Traditional Meets we are locked into. Regarding the concours...do we combine it or leave it separate?

William Lueddeke commented that the ideal month for the concours is June and that has been the date in the past; however, he felt we could move it up to May to avoid intensive heat. Discussion followed.

Allyn Roberts recommended that it be held at the time of the Fall Foliage Tour; Bill Lueddeke as Chief Judge was in agreement. Motion was made by Allyn Roberts that the concours be held at the time of the Fall Foliage Tour; seconded by Emily Walker.

Ed McLaren stated that while he was not opposed, he feels it would be at the expense of a few who are doing the calculating; Bill Lueddeke responded that the Guerero trophy is the only one which requires extensive calculation. The general feeling was that a certain excitement was generated by having the judging done and the results announced the same night of the Fall Foliage week end.

Motion was carried to have concours and Fall Foliage week end at the same time; hence concours, cocktails, awards banquet on Oct. 16,17

Question raised as to where the event should be held and Frank Allocca expressed opinion that if the judging could be done in a hangar at an airport (for instance the airport near Fairview Country Club), there would be no problem regarding weather; also, he suggested Gideon Putnam at Saratoga as a possibility. Don Close called the hotel (518/584-3000) to check with the Sales Coordinator for clearance of October 16th, 17th and 18th date.

Frank Allocca commented that a feature of going to Gideon Putnam at Saratoga is that there are a great number of restaurants in town and things to do there. Judging could start at 10:00 a.m. He recommended Mohonk Mountain House as an alternative.

Allen Levy is to look into both Saratoga and Monhonk.

Frank Allocca wished to offer a further thought about Saratoga vs. Mohonk. He felt that perhaps Mohonk would be more appealing distance-wise to more people. It has a glacier lake, tremendous acreage of walk areas, horseback riding, lawn bowling, paddle courts, etc; it's near New Paltz, which would mean the distance would prove more attractive to the majority of our members.

Allen Levy agreed that we must stay at a location where the distance to get there will not be a deterrent.

Emily Walker moved that we decide now on our first choice for Saratoga; motion was not seconded.

Allyn Roberts moved that we check into Mohonk with Saratoga as alternative for October 16th; seconded by Allen Levy; motion carried.

Chairman Eaton asked what else should be included in our schedule for the year?

Emily Walker suggested wine tasting and historical tour; Ed McLaren suggested picture rally and economy run; Frank Allocca suggested a technical meet.

Ted Mintz commented that John DeCampi has said through PIPELINE that the Keystone Region has planned to have its May meet at RR headquarters. Would we like to have a joint meet with them to view new cars and RR would supply coffee and Danish?

Allen Levy moved that we contact Keystone Region and John DeCampi re a joint May meet; Chairman Eaton will write for further information and schedule.

Frank Allocca noted that Fred Haug has offered to do a technical meet again this year; Allen Levy recommends we go back to Frank Allocca for the Technical Meet, who offers to fit it into any time the members wish. Since April was considered a good month in which to hold such a session and Sunday a good day, the date of April 26th was earmarked for our Technical Session at Frank Allocca's. The Secretary is to write to Fred Haug advising that we have decided to introduce a change in location for our Technical Meet this year in order to accommodate the various locales of our members, but would be most appreciative if we could accept his invitation for 1982.

There was discussion of planning something for June on Long Island, i.e. driving tests.

Bob Greenberg is going to investigate through the Volunteer Fire Department as to their facilities and where they hold their tests. First Sunday in June (June 7th) is date we'd like to schedule Driving Tests.

Wine Tasting was discussed as a popular meet and suggestion was made to hold it at Halsey Bullen's home. John Godfrey suggested a rally starting at his place and ending up at the Bullens or Porters for the Wine Tasting...in July...the 12th.

Allen Levy moved that the Christmas party be planned for December 5, 1981 at the Rye Town Hilton.

There was a motion on the floor, which was seconded and carried that there be 3 separate local meets in January, February and March. There was discussion and an amendment to the motion rewording it so that on the same date...February 8th...each locale of the Atlantic Region would hold its Noggin and Natter. Volunteers were as follows:

For New Jersey Ed Eaton
For Connecticut Emily Walker
For Long Island John Harwood/Bcb Greenberg

Nothing will be planned for January, March or August.

On the subject of finance, Chairman Eaton announced that all meetings are to be self-liquidating. We should, therefore, have a budget set up for each meet. It is the Club's responsibility to see that no one has any out-of-pocket expenses. Carol Close suggested that there always be a "cushion" included in that budget figure. Chairman Eaton will include a short note on the subject to appear in the next Newslett

Question was raised as to the amount of our dues and whether or not the \$10 figure should be increased. Treasurer Emily Walker reported a figure in excess of \$900 in our treasury and feels the dues should

NOT be increased, but did ask for a volunteer from New Jersey to check through the Directory as to people who are not paid-up members. Frank Allocca volunteered his assistance. There followed a discussion of dues increase; outcome...not necessary to increase dues presently beyond \$10.

Ted Mintz explained Membership Procedure. (When joining National, part of form is sent to Region Chairman to follow up on candidates for Region membership. A suggestion had been made to National that throughout the Country it would pay if the President of the Club wrote an article and told members how much they were missing if they were not part of Region.) Also, Ted recommended that our next Newsletter spell out what events are coming up. Chairman Eaton agreed that each Newsletter should reflect dates of our activities.

Emily Walker suggested that a membership card be issued stating, "You are now a member in good standing with the Atlantic Region" and printed on the back of the card could be the calendar of events captioned "Proposed Schedule (check Newsletter for firm dates)". This idea was unanimously favored.

On the subject of Manuals, John Godfrey reported that only twice last year were they sent out. John Harwood has only three. Frank Allocca moved that a notice be put in Newsletter mentioning request for donation of any Technical Manuals owned in duplicate which would enhance our library; motion seconded by Allen Levy. Chairman Eaton recommended that the notice should also provide that anyone who has borrowed any books in the past to please return them and publish John Godfrey's and Frank Allocca's telephone numbers as Technical Assistants. Allyn Roberts suggested mentioning that we are open for donations. It was felt that an effort should be made to locate any and all missing manuals.

Chairman Eaton next introduced for discussion the subject of hospitalit There was a complaint that we don't keep our membership up to date; one person was a member for a month and was not getting his copy of the Newsletter. Emily Walker explained how membership handled, with Ted Mintz setting forth further specifics. Emily Walker is the focal point for updating information on membership.

Getting back to the hospitality issue, Chairman Eaton reported that a new member complained about having attended two meetings and no one did anything to make him feel welcome; hence, since Ted Mintz is our best public relations man, at each meeting it will be up to him to see that new members get introduced. Allen Levy offered the suggestion that whoever is Chairing a particular event should be informed as to what new members are attending and an announcement be made. It was also suggested by Emily Walker that whoever is running the meet phone the Chairman of the Region advising if any new members were attending so that the new member could be taken "under so and so's wing for the day" (so and so being an assigned Committee member). It was recommended by Frank Allocca that the Newsletter carry a blurb about everyone making an effort to be courteous to new members.

In discussion it was suggested that home phone numbers appear next to new members' names and addresses. Emily Walker will incorporate in the next Newsletter a request for dues and telephone numbers with an indication of "yes" or "no" for publication of said phone numbers.

Recommendation was made by Emily Walker that the telephone number of person running the meet should appear in the Newsletter and not on the tear-off segment.

Ed Eaton announced that henceforth Ted Mintz and Jacquie will coordinate hospitality and all members should make an effort to receive new members and introduce them to other members.

Expression was voiced that perhaps there be need for more than one Committee meeting per year and should we now schedule the next one? It was generally felt that if the need arises and the Chairman desires the backing of Committee Chairmen, at his discretion he should feel free to call such a Committee meeting.

On the subject of replating the Walker Trophy, Frank Allocca reported he had been given a quote of \$475 for the bowl and \$125 for each leg. Ted Mintz will take the trophy to his factory for a quote. While he estimated that a Rhodium plating job would amount to approximately \$50, it was the unanimous feeling that silverplating was the only direction we should consider. It will be up to Bill Lueddeke as Chief Judge to make the final determination on the quotes received.

To the suggestion that a special fund raising event, such as a Spare Parts Sale, provide the monies to cover the cost of replating, only a negative reaction resulted.

Emily Walker advised that the next Newsletter will come out in January and requests that every single person involved with a specific meet provide her with whatever information is available, thus making it possible for her to make each meet sound so exciting that members will feel they can't afford to miss it. Set forth what the plans are and send in as much information about those plans as possible.

Since there was no further business to come before the meeting, Chairman Eaton adjourned same at 4:15 p.m.