

1969

THE ROLLS-ROYCE OWNERS' CLUB, Inc.

ATLANTIC REGION

GRAYDON WALKER, CHAIRMAN . . . EMILY WALKER, TREASURER . . . D. F. MALLALIEU, ACTIVITIES

SPRING 1969 NEWSLETTER -- I KNOW IT'S LATE BUT DAMMIT, SO IS SPRING!

We Host British Visitors: Engine troubles sometimes upset plans of Rolls-Royce Bentley owners but what happened to S.S. Queen Elizabeth II's engines shouldn't happen to a VW driver! But Tony Guerrero, Director of the 20/Ghost Club's American tour says the British are coming -- two weeks late. They will sail May 2 and arrive (barring more engine trouble) May 7 in New York. This means a reshuffling of all plans -- Lordy, the problems we hard-working, underpaid Chairmen must solve!

First, many Regional members have offered their homes and hospitality for the original date: May 3/4. Now, the British will be with us May 17/18; please let us know (those of you who will host Britishers) if your offer is still good for the later date.

The Atlantic Region will have the 20/Ghosters as guests at a Point-to-Point Saturday, May 17 in Redding, Conn., with luncheon at Fox Hill Inn. The British will spend the evening at Region members' homes, and drive to New York Sunday morning for the Farewell Luncheon at Tavern-on-the-Green. The Region will co-host this meeting with the French equivalent of RROC -- Club de la Carrosserie, whose President, Andre Surmain, has made all New York City arrangements including that difficult thing: guarded parking for the British cars during their NYC stop-over. Incidentally, the purpose of the Club de la Carrosserie is not carousing but "Le but du club est de conserver et de restaurer les exemples de belles carrosseries crees entre les annees 1920 et 1940, tout en maintenant le souvenir de ces grands artisans Francais". Those of us who let our RR/B beauties get dusty should be ashamed.

Tony G. is now busily re-arranging all his schedules for the British tour southwards which some of you will join. Our next Newsletter -- which I swear by Sir Henry's toolbox will be written and delivered before April ends! -- will have full details. Meanwhile:

Schedule for 1969:

SUNDAY, JUNE 22: Epreuves de Manoeuvres, Fulton Plant, Danbury, Conn. Lunch: Fox Hill.
JULY/AUGUST (date later): Lime Rock or Thompson Race Meeting and Picnic. / Hill.
SEPTEMBER 10-14: National RROC Meeting, Toronto, Canada.
SEPTEMBER (date later): Wine Tasting -- this time Andre Surmain says "Champagne only!"
OCT. 18-19: Fourth Annual Fall Foliage Tour, Avaloch Inn, Lenox, Mass. Yes, fourth!

We should like to work in a Historical Tour if possible; Helen Cayne and Grace Tauber have investigated possibilities (we thank them both!) and since 38 members want such tours, we'll do our damndest. We were in England when Bill and Joan Lueddeke hosted the Morristown area tour last September; here, very late, is Bill's comment:

"My mind is now at rest and happy with the wonderful turnout (34 members, 11 guests, 13 RR/Bs). The weather was warm and sunny, not a cloud in the sky, that is. Emily's influence with Tex Antoine really paid off with the weather.

"Everyone seemed to enjoy the tour of historic sites near Morristown, N.J. Naturally, some of the late comers could not make the whole tour but went from the Museum directly to the restaurant. It was so warm they just wanted air conditioning!

"We had a private room in the quaint Inn and the dinner was excellent. I managed to keep the speeches to the bare minimum (ed note: how, Bill?). We had an excellent turnout: Frank and Katherine Bryant (4 $\frac{1}{4}$), John and Mary Leavens (SD), Donald and Ellen Newman (SW), Andrew and Jeanmarie Blackman (SW), Edward and Grace Tauber (SD), the Robert Samuels (25/30), Allyn and Beverly Roberts (3 $\frac{1}{2}$), William and Joan Lueddeke (SD), Derry and Sybil Mallalieu (Mk 6), Donald and Carol Close (SC-I), Robert and Frances Dietzold (SC-III), Louis and Saryl Schwartz (20/25), Walter Spilsbury (P-V). Edward and Eleanor McLaren, Leon and Elizabeth Ackerman, Charles and Evelyn Hamilton, Sydney and Peggy Stoldt and Harold Huntoon came in messylaneous Detroit iron.

"Frank Bryant was very busy; with a camera in each hand; I do not know how he lit his cigarettes but he seemed to be everywhere at once. John Leavens quite proudly showed his new heading on his Dawn. Stans Auto Top (Route 24, Madison, N.J.) installed it; this is the fellow I recommended for upholstery and carpet. Blackman's car was dust free in spite of moving into a town house in the East 30's which he is renovating. Ed Tauber took some kidding for having a huge P-I Flying Lady on his immaculate Dawn; he is waiting for the right Lady (not wife). Robert Samuels' 25/30 was just beautiful. Louis Schwartz and his Flower Power 20/25 were first at the museum -- no prize this time. My Silver Dawn just about made the trip Sunday; we had made a test run on Saturday to check mileage, time and road detours and I think I burned a valve. Derry diagnosed the ailment without even hearing the engine; this, after one drink!" Blown headgasket!

Fall Foliage Tour: This and the above should have been reported in the Winter Windup Newsletter but I was in the Norwalk Hospital for a decarbonizing job and couldn't read, much less write. At Avaloch, we had lousy weather for the first time; we will not take our weather from Tex Antoine any longer because he allowed a drizzly rain on Saturday to wet 35 RR/Bs and one Duesenberg and dampen the spirits of 101 wonderful people. Sunday, however, was bright and fair.

Under Chief Judge Derry Mallalieu, Chris Evers, Ed McLaren and John Paul Stack gave the cars careful scrutiny on the field (the judges kept dry under that mini-pup tent we again used for a marquee). Winners: Ladies Choice -- John D. Parker III's '27 P-I; Pre-war Bentley -- First, Allyn Roberts' 3 $\frac{1}{2}$ and darned if he didn't take Second with his 4 $\frac{1}{4}$! Post-war Bentley -- First, Chris Evers' '57 Mulliner Continental; Second, John DeCampi's Continental. Pre-war Rolls-Royce -- First, Dr. Lawrence Veprovsky's '24 Silver Ghost; Second, John Parker's P-I. Post-war Rolls-Royce -- First, Tom Prest's '61 Silver Cloud II; Second, Dr. Edward Keelan's '61 Silver Cloud II. Best-in-Show -- Ed Lake's P-I Brewster Towncar. The Guerrero Trophy -- Dr. Halsey Bullen who not only won on points but deserves it for hosting that wonderful wine-tasting garden party last June.

At the banquet Saturday evening, all awards won during the year were presented (these earn points toward the Guerrero Trophy!). Tom Prest was given his Revere Bowl for First, Point-to-Point. Harold Holly, Jr., got a bowl for First, Epreuves de Manoeuvres; Andy Blackman, a silver plate for Second. Derry Mallalieu, plate for First, Lime Rock Sprint. First Class Awards (plates) went to Dr. Bullen, Tim Howkins, Derry Mallalieu and Dr. Roberts. On display, the various awards, with the beautiful Guerrero Trophy in the center, looked like Tiffany's window at high noon.

The cocktail party before the banquet was, of course, worthy of many toasts, but it was noted that Fred, the bartender we drove batty the year before, had heard we were coming and quit his job. His successor coped well, as did our host, Mike Bakwin, and at the business meeting Sunday morning, it was voted that we meet at Avaloch again this year.

Before the banquet, Mary and Tony Guerrero telephoned us to wish us well and to congratulate the Trophy winner. One highlight was a stunning display of photographs of previous meets taken by Frank Bryant, Derry Mallalieu, Herbert Keppler and Mr. Bakwin. Some beautiful slides were shown after the banquet and the slides of the wine-tasting made those who missed it positively dry-mouthed.

Sunday morning, we got down to business with a good turnout and no hangovers. This was reported in the Newsletter which Emily wrote last December and which also contained the Treasurer's Report. At that time (December) only 10 members had joined us for 1969 -- now we have 95 all paid up!

Then came the snafu! We had planned a true Foliage Tour with Mr. Bakwin in the lead car (Dr. John Goodman's Silver Ghost) but while a flustered Chairman was trying to get the other cars started, the lead car went off into the wild blue yonder and nobody else knew where to go or how to get there and your Chairman went to his room and got a quart of bourbon and sat on the steps drinking with a beautiful girl and wondering how cowboys got dogies rounded up and promising himself that next year he'd bring a lasso. Emily went off with a splinter group led by John Parker over roads that were exactly the same as they were when his P-I was built. In this sturdy and faithful group were Dr. Richard Otis, Louis Schwartz, Dr. Lawrence Veprovsky; between bounces over and in potholes, they had a lovely view of the Berkshire Bowl. We don't think the snafu caused it, but Herb Keppler's SD lost its last fuel pump on the way home and had to be towed for 75 miles. During the tow, the loudest noise you could hear inside LSD-58 was Keppler grinding his teeth.

Noggin 'n' Natter: January 19, 48 people and 15 cars gathered at The Elms, Ridgefield, Conn., for cocktails, excellent food, films of Avaloch (Dr. Roberts had to do an operation at the last minute and couldn't get to The Elms -- we missed him and the films of the cross-country tour he made last summer). The highlight to the Walkers was the First Showing of WME-44, the "new" Silver Wraith we bought in London last September. Incidentally, just because Walker likes bourbon and Emily has been known to have a second martini, we think it impertinent for Mulliner to officially label the coachwork of this car as a "Touring Saloon".

Questionnaire Results: We had 81 replies to the questionnaire we sent with the December Newsletter. According to Ed McLaren, all present officers were re-elected. We were glad to get chassis numbers, wives' names and 'phone numbers which we need. Members who expressed preferences voted for activities as follows: Historical Tours, 38; Wine-Tasting, 40; Noggin 'n' Natter, 34; Picnic, 39; Driving Tests, 19; Rally, 22; Point-to-Point, 24; Concours/Judging, 19; Overnight Meetings, 31. Evidently, most of you like the sort of thing we have been doing -- please help us to do them better. (Note: Wives' names and phone numbers are not for personal use -- merely for records!)

Observation: When Movie Star Gina Lollapalooza wrapped her Rolls-Royce around a tree in Italy recently, your Chairman carefully studied photographs of the wreck, and sadly reports that, unlike Gina herself, her RR does not have P-100 headlamps.

Lese Majesty: Barbara Stock sent us a London Times clipping (with photograph) of a multiple collision on an icy stretch of M-1 in which a Rolls-Royce Phantom V hit a Bentley S-3 Continental and was in turn hit by an Aston Martin, a Ford Cortina, a Humber and a transporter carrying five Jaguars. A Ford? In such company?

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

Recommended Technicians: Several members have sent us names of people they more or less trust for repairs, tune-ups, etc. However, few gave addresses, so check with members.

Curtis & Scotty (recommended by Dietzold, NJ); Ackerley's Garage, Camden, Maine (Phillip Walker, Conn.); Brainerd's Garage, Stony Creek, Conn. (Reisman, Conn.); Victor Ossipov, Nyack, NY, 212-LO2-6048 ("Honest mechanic", Friedle, NY); Columbia Motor Corp, 419 E 110 St., NYC (Morris, NY); J. O-Lea Inc., 1600 Main St., Peekskill, NY PE9-2955 ("Ask for Joe, excellent upholstery and top man", Keppler, NY); Lal's Radiator Shop, Patchogue, NY ("Used to work for Inskip, very reasonable", Friedle, NY); Paul C. Sullivan, 4311 Sunset Boulevard, Los Angeles, Calif. ("Good for instrument servicing", Mouat, Conn.).

Re-building a Bentley? Bob Mouat is, and writes: "I keep a book into which I note names of people who perform services in connection with vintage Bentleys. Here are some --

Electrical Parts and Technical Advice -- Lucas Electrical Service, Inc., 30 Van Nostrand Avenue, Englewood, N.J. Call LO 7-1880, ask for David Marshall.

Rewiring Starters and other Electrical work -- L. T. Dobey Co., 2091 Fairfield Ave., Bridgeport, Conn. Call 334-2805, ask for Mr. Clark.

Clutch Relining -- New Process Brake-Clutch Company, 33 Nurney Street, Stamford, Conn. Call 323-6740, ask for Abe Carroll.

General Engineering -- (cutting drive shafts, regrinding clutch plates, etc. Collins & Leary, Inc., 1026 North Avenue, Bridgeport, Conn. Call 335-1118, ask for Bob Collins. Also -- Humphrey Brothers, Inc., 348 Main Street, Danbury, Conn. Call 748-3591, and ask for M. S. Sturges.

General Mechanical Restoration -- Vintage Auto Restorations, Inc., 75 Barry Avenue, Ridgefield, Conn., call 438-4946, ask for Don Laefferts.

Chromium Plating -- Canal Plating Company, 78 Greene Street, New York City WA5-3826.

Rebabbiting Bearings -- Republic Auto. \$15 each. Call Mouat for details. He didn't say.

Chromium and/or Nickel Nuts, Bolts, Screws, etc. -- Albany Products, Post Road, South Norwalk, Conn.

Piston Rings -- (Many US rings fit vintage British cars with or without some modification), Perfect Circle, 16 Elizabeth Avenue, Newark, N.J. Call JU 6-3183, ask for Mr. Platt.

Thanks, Bob, for this information. We hasten to add: to pay for all this, call Chase National Bank, NYC, ask for David Rockefeller. Other sources for parts, not money:

B. S. Haines, Garth Road, Scarsdale, N.Y. Zip 10583 ("Obtained parts for P-III, some spares on hand", Fuller, N.Y.); Long Auto Parts, 509 Coney Island Avenue, Brooklyn, N.Y. ("Body parts or can cast new parts", Friedle, N.Y.); Sandy's Spares, 61 Central Avenue, White Plains, N.Y., 914-948-0091 ("Good people for odd bits; if they don't stock, will strain to get", Bryant, N.Y.); Three X, 458 Saw Mill River Road, Yonkers, N.Y., 914-Y09-6336 ("Headlight bulbs for P-100s, etc., in stock", Bryant, N.Y.); Central Plating Service, 229 Ferris Ave., White Plains, N.Y., 914-WH8-3550 ("Resilvering headlamp reflectors and other general replating", Bryant, N.Y.).

These members have parts: Schalebaum, N.J. - several starters, generators, fuses, clamps, etc.; Hoge, N.J. - pair of wheels for 1959 Bentley S-I; John Dartnall, RD3, Northville, New Milford, Conn. Zip 06776 has distributor caps, points, coils, rotors, condensers for 6-cyl engines post 1946.

Want Ad Department: Veprovsky, N.Y., wants rear trunk rack for Spring SG. Keith, N.Y., wants oil filter and timer for direction idiot sticks.

(more)

Want Ad Department (continued): Paszaman, N.J. wants S-I Service Manual; Greco, N.J. wants a workshop manual for SC-3, also Rocol grease; Hope, Conn., wants P-I cylinder head, cast iron; Hamilton, N.J. wants 20 HP mechanical parts, particularly carburetor; McGinnis, N.J. wants name, address of heat and vent specialist; Eaton, N.J. wants good body work in N.J.; Zeissett, N.Y. wants knowledge to fix my carburetion; Hilpert, N.Y. wants source of Hooper spare parts; Cohen, N.J. wants aid in tracking down certain technical faults; Schalebaum, N.J. wants a nut to fit over the one-shot lube fitting.

Sad Note: When the Walkers were in England last September, the London Sunday Express ran a long article on W. O. Bentley's 80th birthday, with a picture of him at the wheel of the 4½ he once owned. The caption: "Forty years old, a car like this could cost you £6,000 today....but the man who made it finished up broke." W. O., who until recently lived on a meagre State Pension, drives an 11-year old Morris Minor today. Justice?

Car Re-build Report: A number of you have seen and envied the beautiful "Bentley Special" our Activities Chairman and Technical Representative Derry Mallalieu has spent several years building. Here, shamelessly cribbed (with some editing) from the Bentley Drivers Club Review, are his comments on it:

"Conditions in the U.S. (bad road surfaces mainly) are not conducive to motoring in a vintage car. Therefore, I built my Special from a Mark VI chassis (No. B135GT) which, in my opinion, has the best of the vintage car plus those modern amenities which are nice to have -- the main ones being effortless cruising at whatever speed is allowed, excellent traffic manners even in temperatures of 90°, and a suspension that will cope with bad surfaces. It's not so much that I can't stand the firmness of vintage springing; it's the mental anguish caused by the obvious beating the car is taking. In short, it's my idea of a Grand Turismo motor car. Vintage or modern doesn't matter.

"The following modifications, other than stripping and cleaning, were done to the chassis and engine: the compression was raised to 8:25, the shape of the head slightly modified, exhaust ports cleaned up and a new, inside, dual manifold and dual exhaust system installed. The engine gear box and radiator were moved back in the frame 18" necessitating rebuilding the centre cross bracing, relocating the brake master cylinder and brake linkages, pedals, steering column, etc.

"This, of course, eliminated the divided propeller shaft. The rear springs were flattened and the front springs shortened. To compensate for the added lightness, the chassis is standard height. The radiator is lower by 6", the shell being shortened and the matrix dropped with a hole cut in it for the steering rod to pass through. The fan was also lowered, now having its own belt and bearing. It's a bit fiddling shortening radiator slats, too. Further development of the engine is in progress -- larger carburetor, etc. The tank is the original mounted vertically and the body is, of course, entirely new, made by Coachwork Mallalieu. It's aluminium covered with "Naugahyde", the American equivalent of "Rexine" or leather cloth. This was my wife Sybil's idea; covers a multitude of sins, looks very well, and the colour is dark red. I used a pre-war bonnet and M.G.TF windscreen. The interior has yet to be finished; this is being planned for next winter, together with a hood.

"The car was brought to its present state about 2 A.M. on Friday, August 10, 1968, and we competed at Lime Rock in the combined RROC/VSCCA meeting later that day where we qualified in the Half Hour Blind at about 61 mph and won the Quarter Mile Sprint. From there, Sybil and I did about 700 miles during the next week in northern New York State and Vermont. To date, it has done about 2500 miles, proving to be a comfortable car for touring with adequate performance, luggage room and

good handling. In fact, my idea of a GT motor car.

"I also own a 1950 Mark VI (B 1 GT) which has a Freestone and Webb two door coupe body. This car I bought in 1966 and have used every day for business. Since my ownership, it has done 34,000 miles with 100% reliability; maintenance consisting of oil changes, tyres about every 17,000 and a new clutch plate due to my over-oiling the clutch thrust race. It was blocked up so I drilled it out -- result, clutch judder.

"It is a reliable and economical car, a pleasure to drive with performance more than adequate for the road conditions here, and Sybil thinks it looks nice. I might lose the odd second on acceleration away from the toll booth but at the end of a 400 mile journey the 350 h.p. Cadillac that was with us at the start is still in sight.

"In my opinion, the six-cylinder Bentley Mark VI and R are very good cars by any standard. Mine gives me a lot of pleasure and pride of ownership."

Please, Please: We'd like to publish more articles about members' cars. A glowing account of your RR/B might come in handy if you ever wish to sell it (to get the money for an even finer RR/B). Besides, other members might be interested.

Membership List: We are enclosing a complete list of paid-up members for 1969. Look for your name. If you don't see it, you are not a member (yet) and will get no more Newsletters so you'll miss out on such big doings as, for instance, smack, drool, slobber, the Wine Tasting. Dues are \$5; make check out to Atlantic Region, RROC and mail to Emily Walker, R R 3, West Redding, Conn. 06896. Do it now, dammit! Please give your name, mailing address, wife's name and phone number. And the present mileage on your odometer (for Guerrero Trophy records).

Parts Difficulties: We understand that Rolls-Royce of Englewood, N.J. will not supply parts to independent mechanics, nor to owners of cars. Nor will RR of England send parts to owners: they must go through RR Agents who get a helluva markup. We are investigating. Also, when we were in London, at Conduit Street, we were told that no records are available to owners of cars more than five years old. This hurts. But - you can get previous owners' names by writing to Ministry of Transport, London, giving the registration number of your car.

Meanwhile: Pray for decent weather for the British Tour, for our meets, etc. If your garden needs rain, let it happen on Wednesdays.

Graydon Walker

Atlantic Region

R R 3
West Redding
Connecticut 06896

CONNECTICUT

Ames, Robert (Norma)	Walnut Ridge Road	Ridgefield	06877
Barker, Robert (Pat)	54 Elm Street	Fairfield	06430
Bullen, Dr. Halsey (Sally)	21 Broad Street	Stamford	06901
Burt, William (Lucie)	188 West Norwalk Road	Darien	06820
Chapman, Linsley (Joyce)	58 Blakeslee Road	Wallingford	06492
Conry, John Jr. (Marilyn)	19 Evergreen Street, RD 4	Norwich	06360
Cowgill, William	Greenfield Hill	Fairfield	06430
Ellis, Brobury (Andrea)	96 Golf Street	Newington	06111
Francis, Mrs. Bion (Margaret)	47 Center Road, RFD 1	Weston	06880
Fuller, Theodore	45 Stanwich Road	Greenwich	06830
Hammond, George (Genevieve)	RD 1	W. Redding	06896
Holly, Harold, Jr. (Betty-Anne)	Cricket Lane	East Granby	06026
Hope, R. E. (Barbara)	20 Nottingham Drive	Stamford	06907
Jennison, Peter (Jane)	99 Sturges Highway	Westport	06880
Keelan, Dr. Edward (Joan)	136 Main Street	Westport	06880
Lougee, Fred (Jane)	1049 Farmington Avenue	W. Hartford	06107
MacIntyre, Malcolm (Anita)	RFD 1	W. Redding	06896
Mallalieu, D.F. (Sybil)	Tudor Road	Redding	06875
McLaren, Edward Jr. (Eleanor)	25 Middle River Road	Danbury	06810
Mouat, Robert (Pamela)	384 Ridgefield Road	Wilton	06897
Parker, John III (Amy)	19 Bristol Drive	Canton	06019
Partington, James (Susan)	204 Davenport Drive	Stamford	06902
Porter, Harold (Madeline)	1068 Ridgefield Road	Wilton	06897
Prest, A.P.L. (Nemie)	Butler's Island, Tokeneke Park	Darien	06820
Randolph, John (Kathleen)	Old Mill Road	Greenwich	06830
Riesman, Dr. John (Peggy)	"Hearthstone" Boston Post Rd.	Branford	06405
Sheehan, Robert III	Partway House	Ridgefield	06877
Stock, Mrs. Jack (Barbara)	Redding Green	Redding Ctr.	
Tillou, Peter (Windy)	Prospect Street	Litchfield	
Walker, Graydon (Emily)	R R 3	W. Redding	06896
Walker, J. Philip (Edith)	34 Woodland Street	Hartford	06105

MARYLAND

Faulkner, Dr. Charles II (Charlotte)	Route 6, Box P-26	Frederick	21701
---	-------------------	-----------	-------

MASSACHUSETTS

Goodman, Dr. John (Barbara)	40 College Road	Wellesley	
Lake, Edward	34 Howard Street	Ludlow	

NEW HAMPSHIRE

Merrill, Oliver (Margaret)	Jewell Street	So. Hampton	01913
----------------------------	---------------	-------------	-------

NEW JERSEY

Ackerman, Dr. Leon (Elizabeth)	963 Park Avenue	Elizabeth	07208
Browne, Raymond	39 Duncan Avenue	Jersey City	
Close, Donald (Carol)	7 South Mountain Terrace	Montclair	07042
Cohen, Dr. Burton (Elaine)	546 Irvington Avenue	Elizabeth	07208
Crowhurst, Charles (Sarah)	204 Nutley Avenue	Nutley	07110
Dietzold, Robert (Frances)	96 Rotary Drive	Summit	07901
Eaton, Edgar, Jr. (Helen)	44 Hill Street	Morristown	07960

MEMBERS - Atlantic Region RROC (continued)

NEW JERSEY

Greco, Dr. Russell, Jr.	34 Clinton Avenue	Arlington	07032
Hamilton, William (Evelyn)	305 Bloomingdale Avenue	Cranford	07016
Hoge, Wallace (Louise)	50 Bedford Road	Summit	07901
Jones, Dr. L. Charles	109 So. Munn Ave., Suite 209	E. Orange	07018
Leavens, John (Marion)	14 Rowan Road	Summit	07901
Lueddeke, William (Joan)	41 Nomahegan Court	Cranford	07016
McGinnis, Charles Jr. (Marion)	85 Hillcrest Drive	Upper Saddle River	07458
Paszamant, Donald (Muriel)	43 Harrison Avenue	Highland Park	
Roberts, Dr. M.A. (Beverly)	50 Newark Avenue	Belleville	
Schalebaum, Charles Jr. (Mary)	286 Midvale Street	Ridgewood	07450
Smith, William (Barbara)	Fair Acres, 15 Normandy Pkwy,	Morristown	07960
Stoldt, Sydney, Jr. (Peggy)	123 Heights Road	Ridgewood	07450
Turner, Rudy (Irene)	372 East Grand Avenue	Rahway	07065
West, Charles	988 Maine Avenue	Passaic	07055

NEW YORK

Blackman, Andrew (Jeanmarie)	121 East 36 Street	New York	10016
Bryant, Frank (Katherine)	10 Ridgeway Street	Mt. Vernon	10552
Canoni, Kay	7 Sunnybrook Road	Bronxville	
Cayne, Bernard (Helen)	134 Douglas Road	Chappaqua	10514
Davis, Halpert (Laura)	18 East 73 Street	New York	10021
Dennison, John	44 West 51 Street	New York	10020
Eberle, Lawrence	24 Ramsey Place	Albany	12208
Evers, Christopher	390 West End Avenue	New York	10024
Friedle, Bruce	304 East 76 Street	New York	10021
Gallagher, Thomas (Sylvie)	67 Willow Street	Brooklyn	11201
Gounaris, William (Kate)	58-30 230 Street	Bayside	
Gran, Lennart (Noreen)	67 East 80 Street	New York	10021
Harges, Michael (Janet)	Box 991	Gloversville	12078
Herbst, Earl (Shirley)	9229 Shore Road	Brooklyn	11209
Hilpert, Robert (Peggy)	4 Hecksher Drive	Huntington	11743
Hillpot, William (Maureen)	295 Central Park West		
	Apt. 11-E	New York	10024
Howkins, W. A. (Betty)	415 East 52 Street	New York	10022
Keith, Michael (Borgne)	160 Wetherill Road	Garden City	11530
Keppler, Herbert (Louise)	119 North Highland Place	Croton-on-Hudson	10520
Lippold, Richard (Louise)	27 Frost Creek Drive	Locust Valley	11560
Morris, Peter (Hedy)	419 East 110 Street	New York	10029
Nevins, Victor (Phyllis)	147-52 Third Avenue	Whitestone	11357
Newman, Donald (Ellen)	c/o Ladenburg Thalmann,		
	25 Broad Street	New York	10004
Pannaci, Charles	29 Railroad Avenue	Chatham	12037
Rizzo, Paul (Olive)	72 Lois Court	East Meadow	11554
Saldanah, B. W.	8 Heather Lane	Elmsford	10523
Schman, Max (Eleanor)	630 Park Avenue	New York	10021
Schwartz, Louis (Saryl)	771 West End Ave. Apt. 12-C	New York	10025
Stack, John Paul (Helen)	Harvard Club, 27 W 44 Street	New York	10036
Surmain, Andre (Nancy)	249 East 50 Street	New York	10022
Tauber, Edward (Grace)	110 Sackville Road	Garden City	11530
Tiedemann, Carl	164 Highland Road	Rye	10580
Veprovsky, Dr. Lawrence (Patricia)	960 Hawkins Avenue	Lake Grove	11755
Whitehead, Louis	44 Wall Street	New York	10005
Yablon, Marshall (Susan)	Maimonides Hospital, 4802 10 Ave.	Brooklyn	
Zaccaro, James (Dolores)	315 East 68 Street	New York	10021
Zeisett, Don (Kathy)	134 Hudson Avenue	Chatham	12037

1969

THE ROLLS-ROYCE OWNERS' CLUB, Inc.

ATLANTIC REGION

GRAYDON WALKER, CHAIRMAN . . . EMILY WALKER, TREASURER . . . D. F. MALLALIEU, ACTIVITIES

APRIL 1969 NEWSLETTER - WINTER HAS GONE AND THE BRITISH ARE COMING!

Schedule for 1969:

SATURDAY, MAY 17: Luncheon Meeting with British Visitors, Fox Hill Inn, Ridgefield, Ct.
SUNDAY, MAY 18: Atlantic Region, Club de la Carrosserie, 20/Ghost Club, N. Y. City.
SUNDAY, JUNE 22: Epreuves de Maneuvres, Danbury, Conn., Lunch, Fox Hill Inn.
JULY/AUGUST (date later): Lime Rock Race Meeting and Picnic.
JUNE 6-7: Yankee Region Historical Tour (Overnight) Plymouth, Mass. See below.
JUNE 8: SWNE Region CCCA Invitational Meeting, Newington, Conn. See below.
SEPTEMBER 10-14: National RROC Meeting, Toronto, Canada. See Flying Lady.
SEPTEMBER (date later): Smack, drool, slurp Wine Tasting. Carte des Vins later.
OCTOBER 18-19: Fourth Annual Fall Foliage Tour, Avaloch Inn, Lenox, Mass.

To Arms! To Arms! To Open Arms!: All plans have now been re-worked, jiggered, and set in motion (Excedrin Headache Number 17) for our Region's two (double the pleasure, double the fun) meetings honoring the British 20/Ghost Club's US Tour which begins with the arrival of QE-2 at New York May 7. After unloading, cars will head South for ten days, returning to New York May 16. Our Regional duties as hosts will begin Saturday morning, May 17. Read on:

Unfortunately, Cunard (nobody knows the troubles they've seen) has had to cancel the cocktail party which we had hoped would be held aboard QE-2 but everything else that Tony Guerrero has so beautifully worked out is still on. The last (March) Flying Lady has pertinent information (with dates now two weeks later).

We hope that some NYC or NJ Regional Members will help to convoy the Britishers from NYC Saturday morning, May 17. Cars will be at United Parcel Garage, 643 West 43 St.; please write Andre Surmain, President of Club de la Carrosserie, 249 East 50 Street, NYC, or phone him at Lutece Restaurant (212) 355-7891. We will all meet at Fox Hill Inn on Route 7 four miles South of Danbury, Conn., at noon for cocktails and lunch. And if you don't think this arrangement was Excedrin Headache Numbers 2 through 439, listen to what can happen:

You remember that the December Newsletter had the original date (May 3-4) for our Fox Hill luncheon. We sent a copy to Mr. John Yervant (Fox Hill) and in due time received an anguished phone call: "You can't meet here on that date; there's an important wedding reception scheduled!". Emily revived me with a shot of Old Grandad and we began frantically to hunt up another place. Nothing. Fox Hill is so ideal for us that everything else is downtown Burbank. Then, Mr. Yervant called: the bride and groom had been persuaded to postpone their wedding two weeks! You guessed it: to the new date we wanted! More phoning, more hunting. Then, a miracle. The bride and groom again changed the date of their wedding (back to May 3) and now we've got Fox Hill by the tail for sure! Amor vincit omnia - save Rolls-Royce.

Those of you who have met with us at Fox Hill will agree that the price of luncheon (6 bucks) is more than fair because it will help pay for the luncheons of our British guests (some 20 of them) and also cocktails later that afternoon at the Stately Mallalieu Mansion which will be the goal of our afternoon Point-to-Point.

Paddock Marshal for the meeting will be Ralph Hope; Ed McLaren and Bob Barker are Secretaries with possible assistance from Tim Howkins and Bill Lueddeke. If things go wrong, complain to them, not me or Derry. Our Point-to-Point will be optional (if we have too many cars, it will be difficult to manage time-wise) but we want all Britishers to make the route because we have laid out a trip through some of New England's finest scenery which should be at its springtime best.

Deadline for Fox Hill reservations is May 12. Make out your check for \$6 per person to Emily Walker, RR3, West Redding, Conn., 06896 -- do it now, dammit!

This luncheon, as well as the Tavern-on-the-Green luncheon Sunday, May 18, is a true International Meeting: our American Atlantic Region, the British 20/Ghost Club, and the French Club de la Carrosserie. Shine your shoes and car and help make our British and French friends have as good a time as we know you will have.

Andre Surmain (address above) is making all arrangements for the Tavern-on-the-Green Meeting which will be the Farewell Luncheon for the British; this is our first New York City meeting and should be one of the best affairs of the year. Andre has arranged an excellent luncheon for 12.50 per person (dollars, not francs). Deadline for reservation is May 12. Make check out to Club de la Carrosserie, 249 E 50 Street, New York, N. Y. 10022.

Now, back to Fox Hill. After our Point-to-Point, we will gather again at Derry Mallalieu's home on Tudor Road, Redding for car-admiring, story-swapping, international politics, and cocktails. After this, host-families will take their British guests to their homes for the night. The following morning, they will drive to New York for the Tavern-on-the-Green luncheon.

Host-families (whom we thank with all our heart for their hospitality) are Dr. Halsey and Sally Bullen, Bernard and Helen Cayne, Ted Fuller, Peter and Jane Jennison, Ed and Eleanor McLaren, Bob and Pam Mouat, Jim and Susan Partington, and Graydon and Emily Walker.

Quite a number of Britishers are coming on the QE-2, but some are leaving the tour before May 17. As of now, the following will be with us: Mr. Miller-Williams and Mr. Julian Bell (1907 SG); Mr. Stanley Sears and Miss Helen Phinn (1914 SG); Mr. Fergusson-Wood and Major Pockock (1921 SG); Mr. and Mrs. Roy Woollett and Mr. and Mrs. George Randall (1923 20 HP); Mr. and Mrs. J. W. Howes (1929 20 HP); Mr. and Mrs. H. R. Wilkins (1933 P-II); Mr. and Mrs. Ralph Dale and Mr. David McCardel (1935 20/25); Mr. and Mrs. Ian Munro (1936 25/30 HP) and Mr. F. A. B. Valentine and Lady Freda Valentine (1929 P-I).

The 1907 Silver Ghost is THE Silver Ghost, the one and only original, Chassis 551, Registration AX-201. Some of you may have seen it in the Conduit Street RR showroom, or in the movie, "Those Magnificent Men in Their Flying Machines". Just seeing that car once isn't enough; you've got to be at both luncheons to see it twice. When we were in London last September, we went to Conduit Street to see it again, but it wasn't there. It was "somewhere being re-re-restored" for this trip to the Colonies. The showrooms were being restored, too, and instead of a highly polished Rolls-Royce, we saw a cement-mixer.

If you've read this far and have not yet made your luncheon reservations, stop reading and start writing. Do it now - dammit!

June 22 Driving Tests: Our fourth annual Epreuves de Maneuvres is scheduled for Sunday, June 22, at the usual place -- Robert Fulton Plant, Old Ridgebury Road, Danbury, Conn., beginning at 10:30 A.M. Lunch later at Fox Hill Inn on Route 7. Many of you have wiggled, woggled, skidded, and cussed at previous events, so you know what to expect besides hard looks from the marshals. Derry has again worked out a series of British-type exercises (none of which will strain your car's engine, brakes, tires -- only your temper). The deadline for entering the tests is 11 A.M.; Derry says late-comers must stand and watch.

Lunch will be at Fox Hill Inn -- \$4.50 per person including tax and tips. Buy your own drinks. Emily looked over the suggested menus and tells me that the entree will be a "surprise" -- not Tomato Surprise, thank God -- so you won't know what you're eating until you are served. Send \$4.50 per to Emily before June 16.

As in previous years, we will have as guests members of the VSCCA; please, this time, will more of you please enter the tests so we are not outnumbered by our guests? At least, go through the motions. If you do plan to enter your RR/B, we'll send you a description of what to expect.

June 6/7 Yankee Region Historical Tour: This is an overnigher with dinner and lodging at Plymouth, Mass. (where the Pilgrims landed on the poor Indians). Dr. John Goodman writes that he is sending to all our members background materials, where they're going to stay, prices, etc. This should be an interesting tour.

June 8 SW New England Region CCCA Invitational Meeting: Phil Calder's home, 49 Glenview Drive, Newington, Conn. This is a catered affair featuring seafood, steak, salad, baked potatoes and free beer for adults. Hotdogs, hamburgers, soda-pop for the kids. Price: \$7 per person, \$3 for wee ones. Judging, with trophies for first place cars. Our members are invited, along with those of the Lincoln Continental Club, Lincoln Zephyr Club, and Eastern Packard Club. For reservation, write to Mr. Calder. Six Rolls-Royce cars were present last year; let's more of you turn up this year. That's orders from headquarters.

We Have a Committee! If you have read past Newsletters (which we doubt) you know we have threatened to appoint/elect people to help us. Well, we did, on March 16 at The Elms. Bob Barker, Chris and Sally Evers, Ralph Hope, Tim Howkins, Bill and Joan Lueddeke, Ed McLaren, and Bob Mouat, Derry and Sybil Mallalieu, Emily and I had an informal business session, and after drinks, were pressed into service. Dr. Halsey Bullen was drafted in absentia. We decided that each meeting would have a Secretary, who would be The Man In Charge for the day. Ralph Hope, poor man, was appointed, drafted, enslaved as Paddock Marshal for all meetings. Ed McLaren and Bob Barker are Point-to-Point Secretaries; Derry M. for Driving Tests; Chris Evers and Bob Barker for Lime Rock; Dr. Bullen for the Wine Tasting, with assistance from Sally Evers and Eleanor McLaren; Tom Shull for the Fall Tour. All are "upon demand" to help at any meeting, and boy, will they be demanded! As you see, this year the Committee was appointed; next year, we'll elect 'em.

Et Tu, RR?: We were startled/shocked/dazed/amazed when Jim Jensen (CBS Channel 2 News) said, rather snidely, we thought, that Rolls-Royce was calling back all RR/Bs built since 1966 for repair of a nut on the steering column; he shouldn't refer to our members like that! The NYTimes next day had the full story which all of you have read: it entails between 5 and 8,000 Silver Shadows and T-Bentleys of which some 1350 are in the U.S. This gives us some estimate of RR/B production. The thing that impresses me the most is that after all these years, the stray on-lookers who have pounded our fenders, rubbed our brightwork, and fingered our paint have been right: "They don't make 'em like that any more!"

ATLANTIC REGION

ROLLS-ROYCE OWNERS' CLUB

Supplement to Members list

April 18, 1969

CONNECTICUT

Canfield, Arthur J.	3355 Main St.	Stratford 06497
Dower, Walter C.	Kent Hollow Road	New Preston
Hall, Stephen (Nancy)	64 Lakewood Road	South Glastonbury 06073
Helm, Harvey (Joan)	368 Riverside Drive	Fairfield 06430
Karp, A. Lawrence	Rimmon Road	Woodbridge 07675
Malley, Edward H. (Sophia)	"Belle Haven" 16 Mayo Av.	Greenwich 06830
Roberts, Robert E.	523 Danbury Road	Wilton 06897
Shull, Thomas (Bic)	55 Long Lots Rd.	Westport
Stimson, Henry I. (Louise)	269 Hollow Tree Ridge Rd.	Darien 06820
White, H. Edward (Ida)	18 Mount Pleasant Rd.	Newtown 06470

MASSACHUSETTS

Haynes, Arnold C.	32 Fairfield St.	Springfield 01108
Moseley, John R.	P. O. Box 102	Greenfield 01301

NEW HAMPSHIRE

Thompson, Charles G.		South Tamworth 03883
----------------------	--	----------------------

NEW JERSEY

Catalfo, Ralph	496 Stonetown Rd.	Franklin Lakes 07456
Cramer, Gerald B.	650 Ewing Ave.	Franklin Lakes 07417
Doerfler, Louis, Jr.	364 Glenwood Ave.	East Orange 07017
Hollingshead, Wickliffe (Mary)	338 Borton Hill Court	Cherry Hill 08034
Huntoon, Harold	460 Franklin Ave.	Nutley
Konner, Malcolm	67 Salem Road	Washington Township 06525

NEW YORK

Agnew, James H. (Julie)	P. O. Box 516	Lake Ronkonkoma 11779
Clayton, Harold		East Setauket 11733
Coxe, Malcolm (Regina)	72 Orange St.	Brooklyn 11201
Folwell, Paul H.	42 Boulder Trail	Bronxville 10708
Goode, Sigmund	8 Hunts Lane	Brooklyn 11201
Militzer, George	300 E. 51st St.	New York City 10022
Newton, John Lee	P. O. Box 4054	New York City 10708
Smith, Lewis L., Jr. (Hazel)	Grand Central Station	Garden City 11530

RHODE ISLAND

Whitaker, Richard M.	Ten Ridge Road	East Greenwich 02818
----------------------	----------------	----------------------

CHANGE OF ADDRESS

Evers, Christopher	Will-Merry Lane	Greenwich, Conn. 06830
--------------------	-----------------	------------------------

1969

THE ROLLS-ROYCE OWNERS' CLUB, INC.

Atlantic Region

NEWSLETTER "FLYER" ON RROC/VSCCA EPREUVES de MANEUVRES -- SUNDAY, JUNE 22

SUNDAY, JUNE 22 - Epreuves de Maneuvres, Danbury, Conn., Lunch, Fox Hill Inn
 SUNDAY, JULY 20 - Wine-Tasting, Stately Halsey Bullen Mansion, Greenwich, Conn.
 SATURDAY, AUGUST 16 - Lime Rock Race Track - Fun/Games/Picnic. Details later.
 SEPTEMBER 10 - 14 - National RROC Meeting, Toronto, Canada. Read Flying Lady.
 OCTOBER 18 - 19 - Fourth Annual Fall Foliage Tour, Avaloch Inn, Lenox, Mass.

Lissen, youse guys! Some of you are so late in letting us know you're coming to a meeting that if you were entered in the Indy 500 you'd still be looking for the starting grid. So if you are coming to the Fulton Plant Epreuves de Maneuvres June 22, let Emily know now! (See her comments below.) This is our annual joint meeting with the VSCCA at the Robert Fulton Plant in Danbury, Conn., with lunch later at Fox Hill Inn. Be at the plant (ask for map and details of driving tests - we'll send 'em!) by 10:30 A.M. to enter and have fun. Cocktails and lunch at Fox Hill about one. Price, a measly \$4.50 per person; make check to Emily Walker, RR 3, West Redding, Conn., 06896. And don't put it off!

20/Ghosters: We are gathering facts for a complete report on this for our next Newsletter; but for obvious reasons, we think this should be reported. As many of you know, Emily, at 9 A.M. on the morning of the luncheon for our British visitors, fell and broke her hip. She is now resting quite comfortably in Norwalk Hospital with a pin in the bone and a martini in her hand. She is doing fine; it's me who is really suffering. It's rotten luck after all the work she did to get the meeting organized.

Report by Emily: "I'm selfishly taking this space in this Flyer to try to express my thanks to the members of the Atlantic Region for the cards, notes, letters, flowers, telegrams, telephone calls and concern. As I write this, I look up at my traction bar where the cards and letters are strung - top to bottom hung with gayety. It has made these weeks go quicker and easier.

"I've loved the Region and its members for almost four years; now I learn in concrete form that this is returned - both Graydon and I do appreciate this. If I tried to thank you individually, my days and nights would be filled and there wouldn't be enough time for a martini. I have lived through May 17 vicariously several times with several people: first that Saturday from 10 A.M. (in Norwalk Hospital) since I was familiar with the schedule until 5 P.M. when I had a date in the Operating Room. Sorry we had to scrub the Point-to-Point (Ed Note: she is referring to the run, not OR technique!) and that the pompous LIFE photographer caused the traffic jam at Redding Center.

"I should have kept a diary of all the anecdotes; I've eaten it all up like a sponge. As some of you know, I hated to miss that 'do' for many reasons you can imagine but also because we had new members of the Region present or members whom I've not met but know slightly for one reason or another. Will you please all try to come to some later 1969 meeting (see schedule) so we can remedy this? With luck, I'll try to be on hand June 22 if in a wheelchair. Perhaps then I can thank some of you personally. By the way, the money collected at Fox Hill for flowers will be spent on a flowering shrub which I can enjoy forever.

"Now, I have a less pleasant task. I've not brought this to the attention of the membership before as it would have sounded like sour grapes. For three years of Meetings, I've had to collect money, keep records, etc., on the day of the Meeting itself, this after giving due notice in Newsletters with ample time for replies and reservations. To point up an example, on May 17, Sybil Mallalieu had to collect from sudden show-ups more than a quarter of the total luncheon check that we wrote for Fox Hill - \$720!

"As a result, she was exhausted and concerned: had she accounted for all of it, had she missed anyone? Obviously, this is unfair. I'm sure that each of you who do not let us know you are coming but come anyway think you are the only one but this has not been the case. If you can come but know it only at the last minute, at least telephone the evening or day before. Please be considerate or we will have to make hard and fast rules which we dislike to do. We have the finest Region in the whole RROC and your cooperation will do more than you think to make it better!

Emily Walker."

Flash! Bulletin! Wuxtra! Because the Walker family chauffeur, after many years of faithful service, fell down on the job, your heretofore thoroughly spoiled Chairman finally had to get a driver's license and is now known as the Mad Motorist of Route Seven. Warning: children, dogs, cats, squirrels, chipmunks and Volkswagens get out of my way!

Further Comment on that RR Callback: You know RR called back all Silver Shadows and T-Bentleys. And now, the Pope has called back hundreds of Saints, including St. Christopher and Santa Claus. Is nothing sacred?

Now, fill out this reservation and mail it to Emily, address above.

RESERVATION FOR JUNE 22 LUNCHEON at FOX HILL INN

NAME _____ ADDRESS _____

I will attend the June 22 Luncheon. Enclosed is check for _____ persons at \$4.50 each, tax and tip included. Deadline is June 16.

I will ()
I will not () participate in the Epreuves de Maneuvres.

I wish a diagram of the various driving tests so that I can figure ways to cheat without getting caught.

Yes () No ()

I need a map to the Fulton Plant.

Yes () No ()

Make checks to Emily Walker, R R 3, West Redding, Conn. 06896.

And pray for good weather for all our Meetings!

Graydon Walker

R R 3
West Redding
Conn.
06896

THE ROLLS-ROYCE OWNERS' CLUB, Inc.

ATLANTIC REGION

GRAYDON WALKER, CHAIRMAN . . . EMILY WALKER, TREASURER . . . D. F. MALLALIEU, ACTIVITIES

SUMMER '69 BULLETIN NEWSLETTER - IMPORTANT! - READ ALL ABOUT IT RIGHT NOW!

Change of Lime Rock Date: We are meeting with the VSCCA at Lime Rock, not - repeat not - in August as given in the "Flyer", but on Saturday, July 19! This doesn't give you too much time to prepare your picnic basket and make the Lime Rock run, but be there! Remember the fun we've always had!

Lime Rock (NW corner of Conn., off Route 7) has water and restroom facilities, but no food is sold there. Bring your picnic lunch, and if possible, stop watch, binoculars and blackboard for pit signals. There will be a speed sprint and a Reliability Run (not a race) but an average speed to maintain around the track for 30 minutes (speed differs with model/age of cars). Track opens at 9:30 AM for familiarization; events begin before noon. Be there early.

Change of Wine-Tasting Date: This is now firm: Sunday, August 17, again at the Greenwich, Conn., home of Dr. Halsey Bullen and should be (hic!) one of the finest meets of the year. Buy your wife a pretty frock and shine your shoes (after, of course, polishing your car). Most of you who came to our 1968 Wine-Tasting are looking forward to this gathering, and new members are urged to come and see all those lovely cars lined up on the lawn under the apple trees, and to taste France's most honored wines. You may need a map to locate the secluded Bullen home; write him and he'll send you one. Dr. Halsey Bullen, 21 Broad Street, Stamford, Conn., 06901. Be nice, and enclose a self-addressed stamped envelope.

Wine-Tasting Deadline: Please let Halsey and Sally Bullen know if you are coming to the Wine-Tasting August 17, and tell them the number in your party; please do this so they will know by Monday, August 11 as it is much easier to plan a party if you know who is coming. And by the way, last year, Dr. Bullen provided the big marquee out of his own pocket (the rumor that Blue Cross had anything to do with it is a foul canard!). The Region paid for glassware rental, bread, etc. This year, we will have a "kitty" so that attending members may assuage their consciences by contributing. Most of us agree this is only fair. Besides, it's a bargain!

National RROC Meeting: No date change (amazing). Sept. 10-14, Toronto, Canada.

Fall Foliage Tour: Avaloch Inn, October 18-19, Lenox, Mass. Write Michael Bakwin, Avaloch Inn, Lenox, Mass., for your reservation. Be an early bird.

Apologies: Please pardon your hard-working Chairman for the lateness of this Newsletter, but as many of you know, Emily has returned from Norwalk Hospital and things have been a bit hectic at the Walker household. She maneuvers her wheelchair like Derry's Special Bentley at the Fulton meeting; she may miss Lime Rock (doctor won't say yet) but she will be at the Wine-Tasting in fine fettle. And speaking of wines, Pam Mouat found a recipe for a Rolls-Royce Cocktail in The Pyromaniac's Cookbook by John J. Poister: 1 ounce Cognac, 1 ounce Cointreau, 1 ounce orange juice plus ice. Always wishing to be helpful to members, your Chairman has tested this drink and finds it sadly misnamed: its horsepower is insufficient!

Playboy: (the magazine, not the coachwork style) A big P-I graced the cover of the May issue; the shot of the radiator was cropped to eliminate the mascot. Again, your

helpful Chairman quickly turned to the center fold and after much research to which Emily lifted a quizzical eyebrow, begs to report that our Flying Lady is not the nekkid Playmate-of-the-Month.

1969 Is Not 1776: This time, we welcomed our British visitors at one of the best attended meetings we have had, with 61 Rolls-Royce and Bentley beauties bringing God-knows-how-many people to Fox Hill Inn for luncheon; most of them later drove to Derry and Sybil Mallalieu's Redding home for cocktails. Everyone who was there probably has his own best memories of the occasion, but certain must be recorded:

The British visitors who came to Redding were so charmingly wonderful that one wonders why we told them to get lost in 1776 and many of us feel that we have truly made friends across the sea. Tony Guerrero has the Region's thanks for arranging this British/American tour; the next time he harshly judges your car and knocks off points and you want to knock him off, remember all his hard work and buy him a martini. The host families who had the British as their house and dinner guests that evening most certainly feel their efforts rewarded; many of the British came back Sunday evening or Monday to see them again.

We scrubbed the Point-to-Point (too late) and had planned for the cars to drive around Redding's lovely green, but, somehow, things got snafued with photographers, passing cars, etc., so we had the biggest traffic jam in Redding history. LIFE was there shooting pictures (they didn't use any Redding shots in their June 27 issue, dammit), Rolls-Royce Inc., had a film crew making a documentary (we've been promised a print for our Fall Tour) and COUNTY Magazine (the New Yorker of Fairfield County) had a picture story of the doings in its June issue. Everyone had fun except our Redding First Selectman who wanted to have us all jailed for the traffic jam.

Your Chairman, determined to ride in AX-201, offered to pilot Dennis Miller-Williams of RR to Derry's home. All other cars had left and your Chairman, who has lived in Redding for 14 years, promptly got it lost. We finally got to Derry's and were revived with a drink.

The cocktail party itself was a fine do; the weather was perfect, and we had a small marquee with a bar on the lawn and a vacant field with the finest crop of RR/Bs you ever saw. THE Silver Ghost had the place of honor, although Derry made certain that everyone saw his newly-built Bentley Special's new wire wheels (it's the only Mark VI in the world with 'em).

The Region's thanks to Marshals Hope, Barker, McLaren and everyone who helped to make the day perfect. No thanks to that rock Emily tripped over that morning to break her hip. Well, she had said that this was going to be the finest meeting in history or she'd break a leg trying, but this is ridiculous!

Tavern-on-the-Green: We can't report on this from personal observations (we stayed near Emily at the hospital) but Andre Surmain made fine arrangements and tells us there were 125 cars from RROC and Le Club de La Carrosserie. Here were made the pictures which were in LIFE, evidently including the one of Stanley Sears' 1914 Alpine tourer which, to quote a critic of Duchamp's "Nude Descending the Stairs", looked like an explosion in a shingle factory.

Thank You, Too, Sir: Letter from Mr. Sears, Master of the 20/Ghost Club: "Dear Mr. Graydon Walker: May I, on behalf of the members of the 20/Ghost Club, thank you and the officers and members of the Atlantic Region of the RROC for your splendid hospitality at lunch at the Fox Hill Inn yesterday.

"It was an excellent meal which we greatly enjoyed and appreciated. What a beautiful setting you chose for the meet. We were particularly interested in examining the cars of your members and wish to congratulate them on their excellent restoration and condition. Yours most sincerely, Stanley Sears."

Epreuves de Manoeuvre: Again, perfect weather..Channel 2's Gordon Barnes certainly gives us better weather than Tex Antoine (Channel 7) from whom we used to take our weather. We lost count of the number of cars (RROC and VSCCA) but we do know that everybody had a grand time. We put the cars through their paces in six events: Down Hill Coast/Start, Don't-hit-the-pedestrian Brake Test, Width-of-Gate Perception, Wiggle-wobble, Start/Stop Garaging, Hill Climb.

Driver	Test 1	2	3	4	5	6	Score
Sherman VSCCA	42.2	55	57.4	36.5	5.5	25	221.6
Mallalieu RROC	29.8	12	19	35.1	9.3	19.2	124.4
Howkins RROC	--	34	7.5	60.1	6.2	--	--
Mouat RROC	39.6	44	7	121.2	5.9	28	245.7
Schneer VSCCA	32.7	11	15	21.3	4.6	21.4	106
Dietzold RROC	44	30	73	169.4	6.3	27.2	349.9
Eisenstark VSCCA	37	18	18.2	48	5.6	22.2	149
Keppler RROC	36	72	26	79	10.2	28	251.2
Herdeen VSCCA	39	52	20	53.7	5.8	25	195.5
Blackman RROC	36.3	19	14.5	85.6	5.9	26	187.3
Caulfield VSCCA	--	--	--	--	--	20.4	--
Bullen RROC	47	55	27.5	78.1	5.7	30.2	233.5

RROC Winners: 1, Mallalieu; 2, Blackman; 3, Bullen. VSCCA: 1, Schneer; 2, Eisenstark; 3, Herdeen. It was so much fun there were no losers.

It was amazing to see the Bentley-Bentleys on the wiggle-wobble: they had to cut-and-fill, reversing, etc. How they ever managed in the Alpine road races we'll never know. And your Chairman, ever helpful, managed to make the starting pistol misfire again and again.

After the meeting and lunch at Fox Hill Inn, a number of members came to the Walkers' home to tell Emily about it. She had returned from the hospital on the previous day, and demonstrated her wheelchair skill so well that it was a good thing she didn't enter the tests. Our driveway was packed with RR/Bs and our living room with welcome guests. For the first time in recorded history the booze ran out and at the tail end, Walker had to (sob, gasp, shudder) drink plain water. Emily says thanks for coming; it was a pleasure to see so many old friends.

Wouldn't You Know?: Just as we had 1,000 6¢ envelopes printed, we heard a Post Office Official say on television: "In order to cut costs in the post office, we will have to raise postal rates." Cut costs, raise prices, is he kidding?

Spare Parts Information: Helpful letter from Adams & Oliver, Ramsey Road Garage, Warboys, Hunts., England - We can obtain pre-war parts direct from Rolls-Royce and we are able to supply them. We can also obtain parts for post-war cars, but we have to place our own orders through a central distributor. We ourselves hold in stock as large a quantity of routine articles, such as gasket sets, ignition points, distributor caps, etc., and are thus able to supply these rapidly. Parts we do not hold in stock ourselves present difficulties. In general, it takes at least four weeks to obtain parts specially ordered.

"It often takes more than four weeks. If they are not available, we are not generally told they are not available. The order hangs fire and after a month or two, we realize that we are not going to receive it. Another problem is pricing. No lists

whatever are available, either for pre or postwar spares. Price changes occur quite erratically and having, for instance, obtained and supplied a set of pistons, which we have found on our last invoice had cost 31 pounds, we are just as likely to find that the lot we had just received are priced at 45 pounds, but we, of course, do not discover this until some months after we have received the goods. We are now manufacturing both pre and postwar exhaust systems (up to and including the S-1 series). We manufacture these parts to the original specifications, although on some of the pipe-work we are substituting copper for steel. The copper lasts practically indefinitely. The problems of bending are not so great. The cost is a little more but is considerably less than the cost of factory parts. One deviation I ought to mention in this respect is that we do not fit lagging on the front expansion chambers. Other parts which we manufacture are radiator caps of various types to pattern and we have wheel spanners in the course of manufacture. J.B.M. Adams, Director." Note: From our experience, A & O have been prompt and reasonable in price. I.E., They're Good Guys.

Supplemental List of New Members - July 10

Babson, John, Jr.	Box 333	Greenwich, Conn.
Bergmann, Richard (Sandra)	Perry Avenue	Norwalk, Conn.
Guerrero, Tony (Mary)	R D 4	Easton, Pa. 18042
Dimond, Mrs. Renwick	720 Park Avenue	New York, N. Y. 10021
Haynes, Bernard S.	The Buckingham	Scarsdale, N. Y. 10583
Jessop, Harry (Betty)	17 E. 79th Street	New York, N. Y.
Nofi, Thomas	11 Sands Place	Port Washington, N. Y. 11050
Perlman, Dr. Elliot	100 Whitney Avenue	New Haven, Conn. 06510
Philips, Dr. Arthur	41-31 77th Street	Elmhurst, N. Y. 11373
Ray, James H. (Barbara)	Cedar Hills, Apt. F-3	Irvington, N. Y. 10533
Samuels, Robert, Jr.	96 Chittenden Avenue	Crestwood, N. Y. 10707
Spilsbury, Walter	Bay Crest	Huntington, N. Y. 11743
Winsor, Harry, Jr.	596 Hollow Tree Ridge Rd.	Darien, Conn.

Honorary Members - 20/Ghost Club - England

Dale, Ralph	Lord's Hill Cottage, Shamley Green, Surry, England
Fergusson-Wood, H.	Aubrey Lodge, 7 Mostyn Road, Merton Park, London SW 19
Howes, J. W.	Noverre House, Norwich, Norfolk, England
Miller-Williams, D.	R R Ltd., 14-15 Conduit Street, London W 1 England
Munro, Ian	Calvert's Cross, Jordan, Buckinghamshire, England
Sears, Stanley	"Collingtree" Riddells Bay, Warwick, Bermuda
Valentine, Lady Freda	A-11, Albany, Piccadilly, London W 1, England
Wilkins, Henry	Brockton House, Brockton, Shifnal, Shropshire, England
Woollett, Roy	143 Maidstone Road, Chatham, Kent, England

I'm tired of typing and this has to go to press fast or few of you will get to Lime Rock and I don't want to be shot for not letting you know. I'll send the next Newsletter right after Lime Rock, Boy Scout's oath!

RR 3 West Redding, Conn. 06896

GRAYDON WALKER

The ROLLS-ROYCE OWNERS' CLUB, Inc.

ATLANTIC REGION

GRAYDON WALKER, CHAIRMAN

EMILY WALKER, TREASURER

D. F. MALLALIEU, ACTIVITIES

1969 SEPTEMBER NEWSLETTER - ATLANTIC/YANKEE REGIONS FALL FOLIAGE TOUR - OCTOBER 18/19

Avaloch is Where It's At! Michael Bakwin, having welcomed us to Avaloch Inn for two years running, will again be Our Host for our annual joint Atlantic/Yankee Fall Foliage Tour on the week-end of October 18/19, when the Berkshires' lovely scenery will be at its autumnal finest. A goodly number of us will be arriving Friday for cocktails in that great big bar with the fire blazing and that moose head staring in disbelief. But most of you will be coming Saturday morning, we hope, for our concours d'elegance will begin at 2 P.M. and Derry M. swears that any car arriving after 2:30 will get nothing but a parking ticket.

Our agenda will follow time-honored tradition: Registration begins at 9 A.M. with luncheon at 12:30 P.M. Derry and his judging crew (selected from our hardest-hearted members) will begin knocking off points at 2 P.M. so be there to start arguing with him. Cocktails will be at six, and our annual Awards Banquet will start, hopefully, at seven. Bob Mouat will be toastmaster and he is now writing his remarks which will include not one, but two, new jokes. All awards for the year will be given at the banquet, including this year's Avaloch winners. Sunday morning, we hope that most of you Atlantic people will come to our business meeting to learn how we have squandered your dues and to discuss future plans.

Inflation Note: Despite tight money, uptight economists and a loose stock market that keeps sliding downhill, things like food cost more these days, so Michael has had to put a bigger bite on us (well, a bigger nibble). For those staying Saturday night only, the charge will be \$16 per person for lodging, the prime ribs banquet, Sunday morning breakfast and lunch. For those arriving Friday, the extra charge will be \$11.50 per person for lodging Friday, Saturday breakfast and lunch. Extra charge for lunch on Saturday (for those arriving that morning) will be \$3.25. If you do not intend to stay overnight, the price of the banquet alone is \$7. If you think these prices are high, try staying home!

Make Reservations Now! Michael B. is arranging for "overflow" members and guests to be housed at Holiday Inn or Edgewood Motel, but most of us prefer to stay at Avaloch (you don't have to stagger so far to get to bed after the banquet) so please make your reservation early - like right now! Write Michael Bakwin, Avaloch Inn, Lenox, Massachusetts; tell him when you will arrive, how many are in your party, and send along some earnest-money. The phone number is (413) 637-2000.

Fall Tour Route: Mr. Bakwin writes: "This year, I would like to run the same tour as last year, with, I hope, more success in keeping everybody together. From Avaloch, we'll go to Shadowbrook, the Jesuit Seminary and the former site of the largest private home in the United States. Then down Route 183 to the Daniel Chester French studio. Mr. French did the sculpture that is now in the Lincoln Memorial in Washington. We will head towards Stockbridge crossing the Housatonic River and passing an old car graveyard which was used from 1888 to 1905 and where many interesting old cars have been dug up (bring your shovel!). Down the road, we will pass the sacred Stockbridge Indian Totem. It's said that every Stockbridge Indian, no matter where he is, must come back once a year and worship there.

"We will pass some of the lovely Stockbridge homes, including the Mission House which was built in 1739. Also, we will pass some of the old summer cottages where the wealthy came in the early part of the century. At the Cranwell School, we will visit the modern chapel, and people can stretch their legs. We will return to Avaloch past the house where Nathaniel Hawthorne stayed when he was writing "Tanglewood Tales". The trip will take about an hour, and I'm dedicated to keeping the cars together this year". Ed note: you'd better!

We Need Slides: We are assembling a good showing of slides from the British Tour, Lime Rock, Driving Tests and our Wine-tasting and chances are you and your car are in many of them. If you have any good slides, let us know how many you will bring so we can leave slots in the Carousel. We'll have film, too, we hope.

Where Is Avaloch? The Inn is near Lenox, Mass., which is on Route 7 some twenty miles North of the Connecticut line. The Inn is just across the road from the Tanglewood Berkshire Music Festival grounds, and Rolls-Royce members, being veddy cultured, know where that is. You just be there.

Our Peripatetic Members: We've so many members touring abroad (or maybe fleeing America) that we may just have a Noggin'n'Natter in Europe. We've received cards from Tony and Mary Guerrero (England); Fred Lougee (Japan); Saryl and Louis Schwartz (Portugal); Carol and Donald Close (Italy) and Andre Surmain (France). Maureen and Bill Hillpot have the damndest Fall Tour worked out: she is going to Japan, Singapore and Bangkok, meeting Bill in Beirut then to Egypt and the Aswan Dam, the Temples at Luxor and thence to Istanbul. Bill must have found a wad of dough in one of his antiques. Oh, yes, Charles West's wife is going to Russia. Maybe she knows something we don't, and is defecting. Halsey and Sally Bullen are in London, and (sightseeing trippers!) will visit Crewe.

Lime Rock Results: Emily missed this one on doctor's orders, so Walker made like a Le Mans mechanic and rode up with Bob Mouat in his Bentley Speed Six roadster with the rain in his face and fear in his heart. But Gordon Barnes (Ch. 2) had the skies clear when we arrived, and we had nice weather for our Sprint and Reliability Run and, of course, our picnic. Only nine cars entered the Reliability Run: Derry Mallalieu (Mark VI Special); Herb Keppler (Silver Dawn); Halsey Bullen (Facel Bentley); Bob Mouat (Speed Six); Sidney Stoldt (25/30) Dr. Elliott Perlman (Bentley 4½); Tim Howkins (Bentley Continental); Dr. Lawrence Veprovsky (R-type Bentley); and Non-Member John Iglehart (SW). Of these, only Mallalieu, Mouat and Dr. Perlman won First Class awards by completing their required laps. As he did last year, Fred Clemens did a superlative job keeping times, scores and his temper. Fred, we love you!

Sprint Results: Only three of our members entered with six VSCCA drivers:

<u>Driver</u>	<u>Car</u>	<u>First Try</u>	<u>Second Try</u>
Mallalieu	Mark VI Special	18 seconds	18 seconds
Bullen	Facel Bentley	25	23
Howkins	Bentley Continental	22.7	21.2
Leith	Ferrari	17.5	17.4
Dugan	Maserati	21	26.5
Herdeen	Ferrari	20.8	20.1
Iglehart	Ferrari	20.2	--
Eisenstark	Siata	21.8	21
Melahn	HRG	22.2	22.1

Our Derry did quite well with his Mallalieu-designed-and-built Special: it took a Ferrari to beat him by 0.6 seconds! But Derry is still just "running in".

Vintage 1969: This was a very good year and 112 people in 30 RR/Bs were guests at Stately Halsey Bullen Manor in Greenwich, Conn., to taste the very excellent wines provided by Vintage Society Wines. The weather (boy, have we been lucky this year) was warm, but the sky was cloudless (the parking lot wasn't; there were a number of Clouds down there). We are thinking of making Gordon Barnes, Channel 2's weatherman, an Honorary Member, but if he louses up Avaloch!!!

Count Arnaud de Trabuc, American representative of the Vintage Society, gave histories of wine regions, discussed qualities of various wines and was altogether charming; he is one of the fifty million Frenchmen who can't be wrong. Again, Halsey and Sally had set up a pretty green-striped marquee, under which the Count said, "We are so pleased to hold this wine-tasting because we know that Rolls-Royce owners appreciate the very best and we wanted to introduce them to the best in wines". He did. (Afterwards he was driven off in a Cadillac!).

The wines we enjoyed were Beaujolais, St. Emilion, Chateauneuf-du-Pape, Cabernet d' Anjou, Liebfraumilch and Moselblumchen. For those of you who wish to lay down these excellent wines in your cave (French for the place your wife hides the booze) each bottle of Vintage Society selected wine, no matter what the variety or the European bottler, bears the bright blue Vintage Society label. Look for it. And buy it to show your appreciation of the Society.

Grace Tauber, one of our most energetic members, provided us with simply wonderful name-tags, and Mr. Tauber (Edward) poured wines like a sommelier as did others of our members who couldn't wait to get their hands on those bottles. Barry Cayne, Ed McLaren, and Chris Evers, among others, were of great help in chopping ice, setting up glasses. Sybil Mallalieu, Eleanor McLaren, Helen Cayne, Sally Evers and Joan Lueddeke served cheese, washed glasses and looked beautiful.

Emily, in her wheelchair for her first 1969 meeting, sort of kept things under some kind of control with the 1912 Rolls-Royce bulb horn which was strapped to her chair and was delighted to see so many old and new friends.

The cars themselves, parked in the apple orchard under the beady eyes and glowering direction of Dr. Bullen and Bill Lueddeke, looked -- well, you'll see pictures of them at Avaloch. William Gounaris brought a Silver Wraith that he'd better keep locked because I'll steal it if he doesn't. James Agnew (kin to the Veep?) showed a beautiful '39 Wraith tourer. John Randolph's 1930 P-2 Park Ward and John D. Parker's P-1 were proof they don't make 'em like they used to. Looking at Charles McGinnis' 1962 SC-II, they don't have to. There was even one Rock-and-Rolls: John Babson, Jr.'s. Bentley had a psychedelic symbol!

The Ghost Does It Again! (From July Rolls-Royce News) "The Silver Ghost repeated an historic run of 1907 on the 18th and 19th of June, by traveling from Glasgow to London entirely in top gear. The run was filmed for the BBC programme 'Horizon' and will be presented as a film on the life and work of Sir Henry Royce next September. The run was completed satisfactorily, the route being Glasgow, Carlisle, Penrith, Scotch Corner then the A1 to London. The 62-year-old car negotiated the hills without trouble, and on only one occasion was the car obstructed -- by a heavy lorry carrying timber, but it easily negotiated the hill on the second attempt in top gear".

Letter from England: Many members will remember Mr. J. W. Howes, one of our British visitors. He writes: "What a pleasant surprise to receive the first, of many I hope, Newsletters this morning. This brings back most happy memories of two excellent days spent with your club and its members, in particular Eleanor and Eddie McLaren who made us both most welcome in their home. I use Adams & Oliver myself

and find them most reasonable. We spent a few days in New York after leaving your district and since arriving home have attended several more meets. Again, thanks for all your kindnesses. J. W. Howes". His car was the 1929 20 HP Doctor's Coupe in Primrose.

Make Bets! Win Money! Average men (such as Volkswagen drivers) will bet you that Lindbergh was the first to fly non-stop across the Atlantic. Take 'em for a martini at least: Captain John Alcock and Lt. Arthur Whitten Brown flew from Newfoundland to Ireland on June 14, 1919; Lindy waited until 1927. To commemorate the flight, a replica of the Vickers Vimy bomber which they flew was recently built and flown in England. It was powered by two Rolls-Royce 375 HP Eagle VIII engines, as were fitted in the original. And thereby hangs a Spare Parts Story: How do you find two 50-year-old engines capable of doing the job? R-R started looking and found two Eagle VIIIs -- powering Dutch tugboats! R-R apprentices stripped the engines and found that crankshafts, camshafts, gears and major casings (all crack-tested) were in good condition. Big end and main bearing journals were still dimensionally correct and average cylinder-bore wear was only .004 to .006. Oil and water pumps' gallon per hour output, inlet and outlet pressures were up to original hand-book requirements! But new exhaust manifold gaskets were needed; Copper and Asbestos Ltd., had made the originals in 1917; believe it or not, they supplied the 52-year-old spares, off the shelf, for free! Now, whyhell can't other suppliers deliver parts for Ghosts, P-Is, P-IIIs, P-IIIIs, etc., like that? For free!

But-There Are Spares! Bernhard S. Haines (Scarsdale, N.Y.) has sent us a long list of R-R spare parts available but it's too long to print here. We will have the list, and a more recent one, at Avaloch. Ask to see it.

Yankee Region Members: Adrian West has asked us to send you this Atlantic Newsletter so that you might learn details of the Fall Tour. Adrian's publication schedule for the Yankee Lady prevented him from publishing the facts in time. Now you know.

Wanted: One wheel dustcover for 1929 Black Label 4 $\frac{1}{2}$ Bentley. Dr. Elliott Perlman, 100 Whitney Avenue, New Haven, Conn., 06510. Send him an antimacassar.

New Members: Sokol, Niko. 37-28 13th Street, Long Island City, N. Y. 11101

Dr. Arthur Philips. 41-31 77th Street, Elmhurst, N. Y. 11373

Paszamant, Robert. P. O. Box 612. New Brunswick, N. J. 08903

Change of Address: Harges, Michael. 148 Weeburn Drive, New Canaan, Conn. 06840

You should have made your Avaloch reservation before reading this far. Do it now.

THE ROLLS-ROYCE OWNERS' CLUB, Inc.

ATLANTIC REGION

GRAYDON WALKER, CHAIRMAN

EMILY WALKER, TREASURER

D. F. MALLALIEU, ACTIVITIES

DECEMBER, 1969, NEWSLETTER . . ANNUAL REPORT . . AND HOLIDAY GREETINGS TO ONE AND ALL

If winter comes, some fool poet wrote, can spring be far behind? Damned right it can, with Gordon Barnes, our weatherman, promising snow and December's Santa Claus promising January's bills and your Chairman, Treasurer, Activities Director and Committee hopefully promising to make 1970 a better year for our Region. The only bright spot we see so far is our January 18 Noggin 'n' Natter (see below). We've been trying to remember the exact words of Tiny Tim's toast in "Christmas Carol" but all we can think of is that other Tiny Tim - that stringy-haired thing on television playing a ukelele and squeaking like a stepped-on mouse. But - Merry Christmas, Happy New Year to you and yours!

Annual RROC Meeting: You are invited to attend the National RROC's Annual Business Meeting, 9 AM, January 31 at the Park Sheraton Hotel, 56 Street, 7 Avenue, NYC. Come and smile or glare at the Directors, according to your mood of the moment. Be sure to buy a Manhattan for Tony Guerrero in appreciation of his fine work in making the International Tour last May such a proud success.

Noggin 'n' Natter: We'll meet again at The Elms, Main Street, Ridgefield, Conn., at 12:30 PM, January 18, for cocktails, lunch, slides, film and much fine talk. The film is of the Yankee Region Plymouth meet; the slides are those you didn't see at Avaloch because Dr. Halsey Bullen inadvertently pushed the "Destruct" button and the projector blew up. Most of our 1969 meets are well covered and you'll enjoy them. Please, call Bob Scala of The Elms (203 438-2541) and let him know (before noon) you are coming.

At this affair, we'll discuss and cast our Region's projected motion picture masterpiece, "The Great Rolls-Royce Bank Robbery" which we hope to make in the spring. For such a production, we will need many RR/Bs, heroes, villains, heroines, fallen women, dancing girls, gun-molls, stand-ins, make-up artists, directors, geniuses, script-girls, and people like you. We'll also need a lot of nerve. Be sure to get in on this one; for if you do wind up as the face on the cutting room floor, at least you'll have learned how to rob a bank, a good thing to know in these inflationary times.

Medical Bulletin: Emily is a Walker again! After six months in a wheelchair, your Treasurer has learned to walk! This is a record; think how long it took you to learn. Even then, you had to hang onto your mother's skirt. Emily is also roaring around Redding at the wheel of WME-44 which beats walking anytime.

Bentley "500": Last summer, the Bentley Driver's Club organized a 500-mile tour through England to celebrate the famous car's 50th Anniversary. One of our members, Dr. Allyn Roberts, took his Cricklewood Bentley over and got his picture in the club Review. Shell Oil, which sponsored the tour, has made a film of the run and BDC says that prints may be bought for eight or ten pounds. We are petitioning the National RROC to buy a print and put it on loan to the various regions for showing at meetings.

Christmas Gift Idea: Sally Bullen proudly wears a solid gold, hand-crafted Flying Lady charm, beautifully detailed. These can be bought from the artist, Mary Mayona, Far-over Farm, Peterborough, N. H. Charm or tie-tack or lapel button, \$75. RR radiator with diamond headlamps, \$125. They are cheaper by the dozen.

Bittersweet 1969: Well, if it was a disastrous year for the Walkers (did I ever tell you about my operation and Emily's cracked hip?) '69 was the best year in the Region's history. For this, the Committee deserves most credit for doing so much to make each meeting go so well. This Committee, one of our brightest ideas, was appointed last March: Ralph Hope, Paddock-master all meetings; Ed McLaren and Bob Barker, point-to-point Secretaries; Derry Mallalieu for Driving Tests; Chris Evers and Bob Barker for Lime Rock; Dr. Halsey Bullen for Wine-Tasting with Sally Evers and Eleanor McLaren to help him; Tom Shull for Fall Tour Secretary; and Bob Mouat and Tim Howkins, Helper-Outers. A number of our members probably don't realize that the pleasure they had at our various meetings was the result of much hard work; now you know and if you know what gratitude is, you'll be at the Noggin 'n' Natter and set 'em up for the Committee. God love 'em, they've worked like the devil!

Our first meeting, Noggin 'n' Natter at the Elms, last January 19, brought 48 members in 15 cars for cocktails, lunch, good talk, and films of Avaloch '68 made by Barbara Stock. At our semi-business meeting, plans were started forward for our Region's '69 activities, with special emphasis on the 20/Ghost Tour.

On May 17, the British came to Fox Hill Inn in Rolls-Royces and Emily went to Norwalk Hospital in an ambulance. There were 162 people and 61 Rolls-Royce and Bentley cars at the luncheon where time ran short and we cancelled the planned Point-to-Point, substituting instead the world's largest all-Rolls-Royce/Bentley traffic jam at Redding Center enroute to the wonderful cocktail party at Derry and Sybil Mallalieu's home in Redding. The party rated a full page of photographs in "COUNTY", the Fairfield County magazine, which made us seem as important as we really are.

One of the nicest things about the British visit was the hospitality of Region members who opened homes and hearts to the Britons, entertaining them Saturday evening at dinner parties and as overnight guests. Lady Freda Valentine, Mr. and Mrs. Henry Wilkins, and the Woolletts/Randalls came back Sunday to their respective hosts' homes for another visit. Hosts were Peter and Jane Jennison, Dr. Halsey and Sally Bullen, and Susan and Jim Partington. Our thanks to all host-families, especially to Sybil Mallalieu who filled in as hostess for the party Emily had planned for Mr. and Mrs. Ian Munro. Note to British Honorary Members who will read this: as you remember the pleasure you had with us, don't forget our joy at having you!

Sunday, May 18, a number of our members joined the Club de la Carrosserie at another luncheon for the British at Tavern-on-the-Green in New York, wonderfully arranged by Andre Surmain. Andre tells us that more than 100 cars were present and television newscameramen probably had as much fun as the Rolls-Royceniks did.

Our "Epreuves de Maneuvres", at Danbury, brought 15 Rolls-Royce and Bentley cars and three VSCCAers to the test course for fun and games on June 22, and 61 people to Fox Hill Inn for lunch.

A number of our members were guests of the Yankee Region on the historical tour of Plymouth, Mass., June 6/7; sorry, we don't have names and number of this one.

Lime Rock, July 19, was great fun as usual with the Best Cars in the World purring around the racetrack, a Walter Mitty at each wheel overtaking a Jim Clark, a Count Zborowski, a Ralph DePalma - Demon Drivers all, Demonstrating Dare-Devilism! Even the wives got into the act as pit managers. There were 12 cars with 30 very happy people picnicking under blue skies.

The Social Event/Garden Party of the year was our Wine-Tasting at the Bullen's Greenwich home on August 17, with 30 cars bringing 112 people to taste the most excellent wines provided by Vintage Society Wines and described by Count Arnaud de Trabuc. This was the first '69 meeting that Emily was allowed to attend (in a

wheelchair with a marvelous Rolls-Royce antique bulb horn). Halsey and Sally outdid themselves as hosts, even providing clear but warm weather. And, again, Grace Tauber, thank you for those wonderful name-cards.

Our Fall Tour, October 18/19, was by far the finest of the four tours we've had and although Hurricane Kara had been threatening New England for a week, good weather welcomed 36 RR/Bs and one Pierce-Arrow and 102 members and guests of Atlantic/Yankee Regions. Many of us arrived Friday evening for a ball (high, that is) in Avaloch's "Moose Room". Paul Rizzo, who has faithfully paid his dues for 4 years and had never attended a meeting, made this one; he told a wonderful story about a woman who had asked him to "clean out" her garage. He found not only 2 Rolls-Royces but a garage-full of spare parts. Paul promised to write it up for this Newsletter, but - promises, promises.

Since we had worried about Kara for a week, it was wonderful to see the sun coming up over the Stockbridge Bowl Saturday morning and even more wonderful to see all those beautiful motorcars coming up the winding driveway. Most people spent the morning exchanging gossip and brands of car-wax, but one new member, Dalen Bowles whose husband, Kenneth, now owns Bob Mouat's Silver Wraith, spent her time helping to pin up dozens of photographs of past meetings. Fred, the bartender who had fled us the year before, coped with cocktails before lunch and so many were downed that since RR shares have sadly declined on the London market, members will be wise to invest in Beefeater Gin stock.

The Big Event, judging, started on time (mirabile dictu - Latin for "I don't believe it!") despite a stiff wind which blew the pup tent down. By cajolery, threats, blood, sweat and tears, Paddock Marshals Ralph Hope and Bob Barker lined the cars up in proper order and started them on the short drive to the judging stand. This, by the way, is important: it proves there really is an engine under all that polish. Our Chief Judge, Derry M., was ably assisted by Roger Ford of Rolls-Royce of Canada, Ltd., Ed McLaren, Chris Evers and Bill Farrell. Note: in a future Newsletter, Derry will discuss our judging system; did you know that if your car has a cocktail cabinet, you get an extra point if you have stocked it? Now you (hic) know.

The usual amplifier/speaker troubles began at the banquet and Bob Mouat had to toast-master at the top of his voice; he did, however, live up to his promise and told two new jokes. It is our custom to deliver, at the banquet, all awards won during the entire year; there were 9 of them, including the Guerrero Trophy. Winners were: "Epreuves de Maneuvres": First, Derry Mallalieu; Second, Andrew Blackman. Lime Rock: Reliability Run: First Class Awards, Derry Mallalieu, Bob Mouat, and Dr. Elliot Perlman. Sprint: Derry Mallalieu, First. Fall Tour: Ladies' Choice, Ashley Clark's 20/25 (the car, not him). Pre-1939 Rolls-Royce: First, Paul Rizzo's '21 Ghost. Second, John D. Parker III's '27 P-I. Pre-1939 Bentley: First, Richard Bergmann's 1939 4 $\frac{1}{4}$ (No second award). Post-war Bentley: First, Edward Tauber's 1959 "S". Second: Dr. John Riesman's 1959 "S". Best in Show: Charles McGinnis' 1962 SC-II. Chairman's Award: Halsey and Sally Bullen.

The Guerrero Trophy, top award in this or any other Region, went to Derry Mallalieu. Derry's bright-red Bentley "Special", which he had hand-built from a Mark VI chassis, rolled up almost exactly twice as many points as his nearest competitor, Bob Mouat. Oddly enough, Bob's wonderful Bentley "Speed Six" is also hand-built, by Bob himself; neither he nor Derry got any points for being coachmakers. If you have ever been in Derry and Sybil's home, you've seen that vast array of cups, mugs, tankards, plates, medals and trophies he has won over the years in British racing circles; it's nice to know that the Guerrero Trophy has the place of honor. Sybil has placed it atop the boob tube; it's the best thing ever seen on TV.

This was the first Fall Tour that John McFarlane has been able to attend; to his surprise, he was given a standing ovation, to the pleasure of Mrs. McF. John's fine efforts in "The Flying Lady" are well known. How he has managed it, year after year, still retaining his sense of humor, GOK.

The first film, a wonderfully dated Our Gang comedy, was brought by Tom and Bic Shull who started a wild rumor that Your Chairman played one of the roles in that ancient film. I did not! Besides, had I been in Hollywood at the time, I would have played leading man for Gloria Swanson.

Rolls-Royce kindly lent us a promotional film made during the British visit which we enjoyed because it was not only "Poetry on Wheels" but was also made right here in our Region: at Redding Green (will you ever forget (a) that traffic jam and (b) the screaming threats of our First Selectman -- Mayor to you -- to have us all arrested and thrown in jail?) and at the cocktail party graciously hostessed by Sybil Mallalieu at her home. RR says this picture (to be shown world-wide) is to publicize RR; we know the truth: it is to show what we Atlantics can do for a meeting.

We had assembled scores of color slides of previous meetings but the projector ejected (see Page 1, Paragraph 3). Come see them at the January Noggin 'n' Natter.

After Sunday breakfast, we held a brief business meeting to discuss, among other things, '70 plans, past attendance, member preferences at meetings, and our idea for producing a movie: "The Great RR Bank Robbery". (Rough script for this will be hashed over at Noggin 'n' Natter.) And Emily had her one big say of the year:

Treasurer's Report as of October 19, 1969.

Number of members 1969 143 (plus 11 Honorary 20/Ghosters)
Paid-up members for 1970 4

Inlet Valve:

Balance as of October 22, 1968	\$211.35	
Membership dues	696.00	
Lime Rock fees	40.00	
Interest on savings account	19.68	
		\$967.03

Exhaust Valve:

Newsletters (six)	\$235.76	
Tent (Avaloch)	4.00	
Extra postage	3.42	
File cabinet	18.06	
Warren Press (letterheads, etc.)	38.84	
Stamped envelopes	68.40	
Supplies (for meetings)	20.71	
Telephone	13.86	
Awards and engraving	115.50	
		518.55

Left in Gas-tank:

Cash (Union Trust Account G2479)	448.48
----------------------------------	--------

Notes: The Region's fiscal year, as accounted, ends as of the Fall Tour. Going to press, we do not know cost of this Newsletter; it will be charged to 1970. Other monies were received: \$150 from RROC for British Tour, \$134 from Wine-Tasting "Kitty". These were used to defray costs of these two events (not included in above).

Our "Tour" on Sunday morning was nothing short of sensational: 27 RR/Bs, all in proper line, no Detroiters hornning in, all cars staying together, and no traffic problems. Michael Bakwin, who again led the parade in Dr. John Goodman's gleaming Silver Ghost, had mapped out a wonderfully colorful route along historic spots along back roads (Note to other Regions: Don't ever try to get a bunch of RR/Bs on a Throughway!). The one "error" of the trip was, in fact, the highlight: Mike made a wrong turn, kept on down the road a mile or so, then made a U-turn. Result: all cars passed all other cars going and coming for a grand sight.

At the banquet, Your Chairman asked the waitresses who had served us well, to make the Tour with us, picking their favorite RR/B to ride in. The girls who rode with the Walkers will never forget the experience: one of them spotted a boy-friend riding in a Chevvy - her wave to him was like Queen Elizabeth waving to a peasant.

Writing all this, Your Chairman has relived in memory a great Region year -- but as Dem Bums used to say, "Wait 'til next year!" Two dates are firm, January N 'n' N, and a New Jersey Point-to-Point, April 12 in Upper Saddle River, already arranged by Charles and Marion McGinnis, God love 'em! We'll set dates later for an Historical Tour in May, Epreuves de Maneuvres in June, Clambake/Steak Roast in July, Lime Rock in August, possible Overnight Rally in September, and Fall Tour in October. These may be changed as a result of Ballot votes - for Pete's sakes, fill it out!

Pipeline: Many members have seen the Pipeline, once edited by Mal Coxe, which was sent to officers and Regional Chairmen to keep them informed on RR matters not covered by McF's Flying Lady. Mal got tired of writing it all by himself (no one sent in news) and abandoned it last year. John de Campi has revived it (will someone revive Mal? We haven't heard a peep from him in months) and I'm cribbing from it:

Spring Tour: "Millard Newman (at Toronto) suggested that RROC hold a six-day tour each year. Such a tour will provide a second national activity and it would be non-competitive in nature - a little less polishing and a little more fellowship and enjoyment of our cars on the road.

"The first tour is planned for mid-June of next year ('70) and will cover some of the most picturesque roads in Vermont and Western New England. Adrian West (Lock Box 725, Morrisville, Vt.) is chairman and he'll be grateful for suggestions or offers of help". We Atlantics will certainly help, if only to route part of the tour through our territory. I'm writing Adrian and the next Newsletter will have more details. McF has a brief notice of it in November FL. Plan your vacation now.

Sudden Thought: Have you noticed how late Detroit iron styling hints at the return to a real-radiator-looking front end? Do you think they think that Rolls-Royce knows something they don't?

History Anyone? Evidently wishing material to file in that house in Harrisburg, Carroll Vail (RROC Chairman of Regions) has asked me for officers, future plans, and history of our Region. Well, if Carroll would read the Newsletters we've been sending him, he'd know. But the thought occurs that some of our newer members might be vaguely interested in how and why we got started. It began, as most good things do, over martinis. Ralph Stein and I were having lunch at the Chanticleer, and discussing the stuffy state of most antique car meets where all emphasis was on polish and none was on using cars for their designed purpose. At the third martini, I suggested we hold an "Anti-car Meet Car Meet". Ralph agreed and wanted to present a cup to the car with most grease underneath as "Best Lubricated Car". Later, Emily, Derry and Sybil Mallalieu called some 20-odd RR/B owners and asked them to bring their cars to our house on October 3, 1965. To our pleased amazement, 18 showed up for our first point-to-point. We gave 17 First Prizes (the real winner was demoted to Second

Prize for being too competitive). Everybody had fun; a month later some of us got together at The Elms for our first Noggin 'n' Natter. Again over martinis, we got 9 people to put up \$5 each for future Newsletters and meeting expenses; 8 of the Founding Fathers are still with us!

At the January, 1966, RROC Board Meeting, Mal Coxe (then Atlantic Region Chairman) asked the Directors to appoint me as Chairman. I appointed Emily as Treasurer and Derry M. as Activities/ Tech Rep. Since then, like Topsy, we just grew. Now we have 143 members paid up for '69 and some for '70. It's been fun all the way.

Guerrero Trophy: This beautiful sterling silver bowl was presented to the Region by Tony G. in 1966 and is, as it should be, our most coveted award. It has been won four times (by the Walkers, Blackman, Bullen, Mallalieu). The winning formula:

(Meets Attended X 100) plus Score plus $\frac{\text{Age of Car X Age Factor X Miles}}{1000}$

Score: 1000 for Firsts; 750 for Seconds; 500 for Thirds; 200 for Competing; 100 for Marshaling, Judging, etc. Age-factor: 10 for pre-1917; 8 for pre-1927; 6 for pre-1937; 4 for pre-1947; 2 for pre-1957; 1 for all others. Miles - distance driven past year. Tony has written for our clarification: "Guerrero Trophy should be given to the car. Winner ineligible for 3 years." Any questions?

Merry Christmas and Happy New Year -- see you at Noggin 'n' Natter!

Graydon Walker

R R 3, West Redding, Conn.