

New Zealand Rolls-Royce & Bentley Club Inc

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Front cover:

*David Neely's photograph of
John and Maureen Stewart's Silver Dawn at Hick's Bay during the First Light Rally.*

Disclaimer:

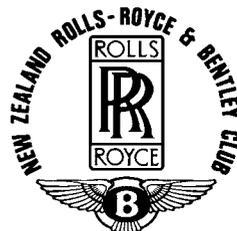
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SUBSCRIPTION

MEMBERSHIP of the New Zealand Rolls-Royce & Bentley Club Inc. is open to those of any age, including their spouses, partners and family, with an interest in these two distinguished marques, whether or not they are the owner of a Rolls-Royce or Bentley motorcar. Your Membership SUBSCRIPTION includes the Club Magazine (6 issues annually) the right to attend all Club events and activities and the right to partake in all aspects of Club management.

FEES: Registration Fee \$10.00 (once only)
 Membership Fee \$75.00 (annually)
 Family Membership \$5.00 (annually)

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Club Shop

BOOKS

From the Shadow's Corner by Cal West, Product Support Manager, Rolls-Royce Motors Inc, USA. A compilation of technical articles, specific to the Silver Shadow and its derivatives, reprinted from *The Flying Lady*. We will include with this a set of reprints from *Know Your Silver Shadow* featured in the Club magazine in recent years. \$80 per copy including P & P.

Silver Cloud/S Series Reprints 1955-1966: A compilation of technical articles from *The Flying Lady* specific to the Silver Cloud and S Series. \$20 per copy including P & P.

NZRR&BC CAR BADGES

Of the original design but made in stainless steel are now available at \$60 each.

Send your order with cheque made out to "New Zealand Rolls-Royce & Bentley Club" to: Roy Tilley, Technical Liaison Officer, 204a Waiwhetu Road, LOWER HUTT.

CHASSIS RECORDS

The Company's Construction Records, which accompanied every Rolls-Royce and Bentley (since 1931) chassis throughout its production at Derby or Crewe are a valuable resource for subsequent owners. They show details of the original order, any special equipment supplied, and the results of tests and inspections carried out prior to dispatch. The records for all cars over 10 years old are held by the RREC in the UK, and copies are available to members of that Club at a price which has to reflect not only the cost of photocopying and postage but also the cost of maintaining a valuable archive resource and employing a full-time archivist. The number of A4 pages for early cars may vary from two or three up to 20 or more, depending upon how much work and subsequent servicing was carried out by the Company and its agents. Records for a Silver Shadow can amount to 50 or more pages and are likely to cost around \$NZ150 but will be a worthwhile addition to any owner's library. For details of how to obtain a copy of your car's records, contact the Club's Technical Liaison Officer, Roy Tilley, on 04 566 0850
e-mail rmt@xtra.co.nz

ADVERTISING – pages 27 to 32

Classified advertisements (monochrome) pertaining to Rolls-Royce and Bentley matters are free to Financial Members who do not deal regularly in Rolls-Royce or Bentley cars or services. All classified advertisements must be submitted in writing to the Editor, Tom King, Phone 03 339 8309, e-mail the.king@xtra.co.nz 191 Sparks Road, Christchurch 8025. The publication of commercial advertisements, or any advertising in colour, will be the subject of a charge to the advertiser. Colour advertisements are charged at \$220 per half page and \$300 for full page, payable to the NZRR&BC Inc.

Club Calendar 2007-3

Northern Region

Sunday 24 June 12-2pm Botanical Gardens Café Lunch, Manurewa

Sunday 29 July 12-2pm Botanical Gardens Café Lunch, Manurewa

Sunday 26 August - Mid-Winter Run, Lunch - Mariposa Palm Café & Nursery, Point Wells near Matakana –. Meet at BP Dairy Flat 10.30am to leave at 11am

Sunday in September - Wine Tour, details to be advised

Saturday 17 November - Northern Region AGM/Dinner at Romford's. Proposed 5pm Drinks, 5.30pm AGM then dinner (Black Tie optional)

SUNDAY CAFE LUNCHESES – last Sunday each month

As you can see these are to a regular monthly event

We are looking for a North Shore venue to alternate with Café Miko at the Botanic Gardens.

Parking and proximity to other areas on interest/activities and not too far to travel together with food standard and service are the qualifying criteria.

Suggestions welcome.

Central Region

June 23: Winter Solstice dinner meeting.

July/August: Daimler run in Wellington that RR&BC can join.

A slide show is to be held at the Lloyd Residence to show early club photos

September: Home visit either in the south Wairarapa or alternatively in the Manawatu

October: Annual North and Central Meeting, tentatively scheduled for Taranaki

November: AGM in Wanganui

The Rolls-Royce and Bentley Touring Club (Inc) have invited us on their Events as follows:

21/22 July, The Now Annual Weekend Mid-winter run to Mt Cook.

Make your own bookings with The Hermitage, mentioning the Rolls-Royce & Bentley group.

Our Web Site is www.nzrrbc.co.nz

Tell your friends about it.

Australian Events

The Tasman Sea is much narrower than it used to be, and these events, organised by the Rolls-Royce Owners' Club of Australia, are of interest to anyone crossing the ditch:

2-7 April 2008 Federal Rally, Barossa Valley, South Australia Contact: Dean Sullivan +61 8 8373 3084

Regards, Eric Henderson
President RROCA

Mainland Comment

As we go to press, Club members Neville Jordan and Bruce McIlroy are on their way to China, where they are competing aboard Neville's 1922 Silver Ghost 7KG in the Peking to Paris 100 Year Commemoration Rally. Neville has been interviewed by Kim Hill on her Saturday Morning National Radio, sorry Radio New Zealand National, programme, and we are promised frequent progress reports there, and on the web site www.pekingparis.co.nz. The Rally also has a web site, www.pekingparis.com. Peking to Paris is the most challenging task so far for the car and its crew, and some long-distance testing in the South Island has achieved very satisfactory results. Neville and Diane have already driven 7KG from New York to San Francisco. The car came to New Zealand after a European tour which followed the first owner's, Robert McDougall's, purchase of it, new, in London.

The Paris to Peking event started in June 1907, and was organised by a Paris newspaper. A commemoration run two years ago, of which a film was made by the Australian Broadcasting Corporation, showed that it is still a difficult route. Michael Matheson is a member of the Rolls-Royce Owners' club of Australia, and covered the 2005 event for the New South Wales Branch Newsletter, *London and Derby* from a three-wheeled confection called the Contal. A Spyker, an Itala, and two De Dions also competed.

At the dawn of motoring history, the cars and their intrepid crews were to tackle unknown territory. The winning car, a 40 h.p. Itala entered by Prince Scipione Borghese, had no serious rival, but the entry of a Sizaire Naudin by M. Pons, the father of the noted opera singer Lily Pons, sounds delightfully whimsical to anyone familiar with these cars. They had a wooden chassis with independent front suspension, a single-cylinder engine, and a mechanically impossible gear ratio system of one crown wheel and three pinions which waded about until meshed with the

crown wheel. Contemporary reports likened the sound the best driver, Maurice Sizaire, produced when he changed gear to the sound of coal falling out of a scuttle.

Stephen Fowler is coordinating his travel this year with the Peking to Paris event, travelling on the Trans-Siberian Railway with stopovers arranged to coincide with the Rally, and attending the final dinner in Paris.

Recent experience of a 1971 T-Series Bentley, now coming up for 36 years old, has led me to compare a Rolls-Royce Company car of this age with my memories of my then 28 year old Riley Monaco as I bought it in December 1960. The Monaco had led a reasonably sheltered life, with few owners, and still wore its original blue leather trim with blue and black paint, but the rough New Zealand roads had led to a marked deterioration of the body, which was coach-built timber under Weymann patents, covered by steel, aluminium, and fabric. Some repairs in the late 1960s postponed the inevitable complete rebuild until the Auckland moisture held by the woodwork evaporated in its new Christchurch home, and the Riley failed The Big One, when the Warrant of Fitness inspector decided that the door hinges really needed to be anchored to something more substantial than powder. The Riley is a nice little car, however, and the 1926 Monaco saloon design incorporated a twin-camshaft engine, excellent steering and handling, and comfortable seating within the wheelbase for four occupants with a low roof line and deep footwells for the rear passengers' legs. It is on record that Sir Henry Royce was well aware of the Monaco's features, and instructed his team to imitate it when they were working on the design of the Phantom II Continental.

No matter how nice the leather and the curves of the body design, and how sweet the handling of the Riley, it suffers by comparison with the quality of a Rolls-Royce Company product in almost every way, but I still love it. It will travel 30 miles on a gallon!

Northern Run to Café Miko

This run to the Regional Botanic Gardens at Manurewa saw a very substantial turnout of members – including some first time old members – and members from as far away as Whangarei and Te Awamutu - great to see – enjoy a leisurely luncheon and some fine weather.

This is our second visit to what looks to be a popular choice for a Sunday run and we plan to meet here most months – with a few alternative venues for a bit of variety (see the Events Calendar).

A group of us then travelled a short distance to the Ardmore Aerodrome where we watched some vintage aircraft take off (oh that sound!)



and were shown their current fleet and the Atkinson boys investigated a potential flying career. The enthusiasm and passion of the staff, (especially Richard who spoke like a Browning!) was infectious and entertaining and expected short tour became a very enjoyable and

informative one and a half hours.

Imagine turning a pile of pieces of tired, corroded metalwork and fabric into airworthy accurately restored vintage fighter aircraft. The Avspecs hangar is the home of a tidy slick professionally managed aircraft restoration and building operation with some surprising projects under construction including a de Havilland Mosquito, Spitfires – Mk XIV, XVI & Mk Vc, Harvard Mk.4M, CAC 31 Sabre and a Curtiss P30C Tomahawk. We were hosted by Richard, whose knowledge of his charges, including Sir Tim Wallace's Spitfire, a Mosquito (yes, made of plywood) all being restored from scratch to order for overseas customers – who sign monthly cheques with no completion dates or expectations thereof.

Naomi and Dick Neill



The Six Pot Register's Barbecue

A few weeks ago my wife cajoled me into joining her in an overpriced tour of underwhelming gardens in our area and this caused me to miss the first meeting of a group within the club in the Auckland area with an interest in the six cylinder cars. From all reports the gathering at Peter Morelli's workshop was both enjoyable and informative. It seemed to several of those there that there would be good support for frequent gatherings of like minded members.

With that in mind, John Stewart invited as many six cylinder owners as he could winkle out of the (outdated) list of club members and as many of them as were able, to visit the Stewart bach in Pauanui for a Saturday barbeque and natter about things of interest. He assured the ladies that there would be minimal talk of cars and engines but he should know by now that it was an empty promise.

Some of us met informally at the Drury petrol station on the Southern Motorway and, in loose convoy, drove to Kopu where we had lunch in the rather nice garden centre café just short of Thames. An hour later, we tackled the hill over to the East coast and the difference between the early six cylinder cars and the later ones could not have been better illustrated. There are parts of that road which I have thought were flat till I drove them in our 20/25.

I have, for some time, been of the mind that I did something wrong when I rebuilt the motor in our car but driving in company with another similar car made me realise that ours is neither better nor worse than the rest. This experience is typical of the value to be had in a meeting of similar vehicles. Such disturbances of the mind come about by driving a Turbo 'R'

for daily use.

With this and other similar things in mind, it was decided that, just as our sister club in Britain has it's Registers, we should try to start a small group within our club to share experience and knowledge. Almost all of us six cylinder owners service and attend to the needs of our cars, mainly because the technology is within our grasp and anyway, no one else will or can do it for us.

Our Northern Region Secretary Phillip Eilenberg has kindly offered to act as a contact point so if any six cylinder owners would like to be included in future gatherings, then drop Philip a line at peilenberg@gfg-group.com and register your interest. In view of the fact that the S series Two & Three and Clouds Two & Three differ only in the engine department, it was thought a good idea to include them in our group (that's if any of them feel they want to) This is an inclusive group not an exclusive one.

We are all firmly resolved that in future we won't talk exclusively about our cars (Yeah Right) In so saying it should be added that our Ladies had an equally enjoyable time chatting about their own interests.

Thanks to John and Maureen Stewart for the use of their property and to their son Scott for manning the barbeque so very well in less than perfect weather. The get together was a splendid idea and a formula that I, for one, hope we can repeat. Lois is already making noises about a bit of a do at our house in Coatesville maybe sometime in July or August, when we have recovered from our trip to Europe.

Richard Hadfield

Central Region

The Club year in Central Region has had a slow start. Three of our cars attended the National Rally in the persons of Roy and Leslie Tilley, Jim and Joan Sawers and Elliott Snelling and Marie Storey. Everyone who went on the Rally had a marvellous time and Central Region has the privilege and responsibility of hosting the next event in 2009.

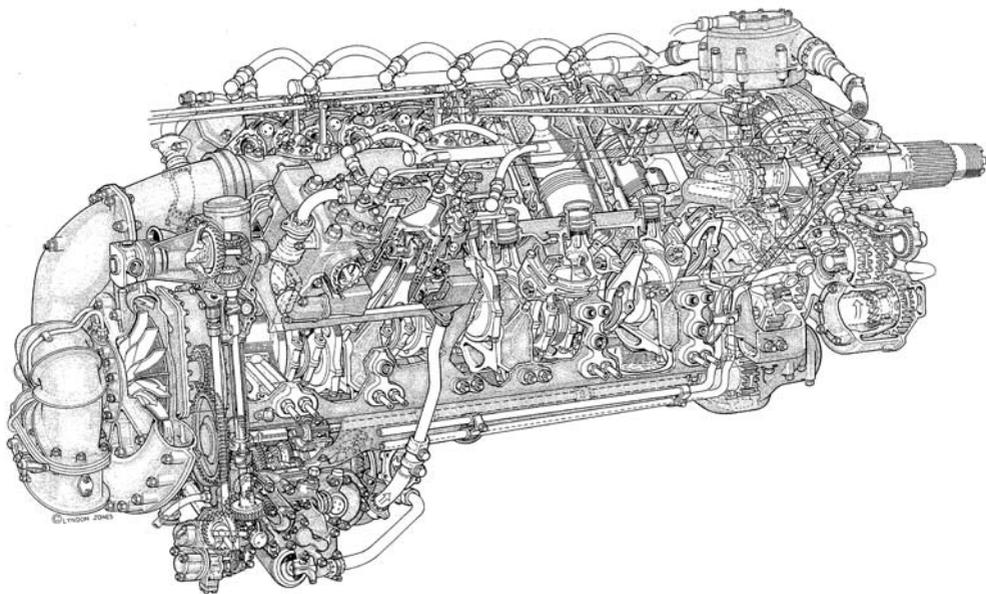
The Committee met last month to get a programme under way. A visit to Soames Island (in the middle of Wellington Harbour) has been planned for Sunday 27 May and we are praying for fine weather. Our traditional winter solstice dinner meeting has been arranged for June 23rd at Rushes Café Pauatahanui Inlet. These events will be the subject of the next report.

Rolls-Royce and the Sleeve Valve

The motoring world regards the sleeve valve engine, as exemplified by Daimler and Willys which used the double-sleeve Knight patents, as smelly, oily and trundly — and not without some justification. To the aviation world, however, the Burt-McCollum single-sleeve radial is the epitome of the aircraft piston engine, offering reliability and high power without undue oil consumption. Best-known are the Napier Sabre and, from Bristol, the Hercules and Centaurus which carried on into post-war airline use. Rolls-Royce was also up there with sleeve valve research, as explained by **Phil Kennedy**. It is commonly accepted that piston

powered aircraft have engines with poppet valves on top of the cylinders because that's best — well, isn't it?

During the 1920s the poppet valve wasn't looking too promising. The exhaust valves ran hot and often fell apart, the camshafts were ground with vicious opening ramps and so the whole valve train leapt around and made terrific amounts of noise as well as spraying oil everywhere. The poppet valve also made the engine very tall and hard to package into an aircraft neatly.



Rolls-Royce had one other serious dalliance with the sleeve. At the government committees' request, the company built a Harry Ricardo-designed sleeve valve two-stroke which was to be both supercharged and directly injected. All Rolls-Royce engines were named as series: right up to the second Eagle they were birds of prey, and the post-war turbines were named after various rivers in Britain, although nobody has yet located the RB-211. A separate but abortive series of piston engines was intended to be named after famous battles, and what better example to start with than the August 1346 affair when the 20,000 Englishmen of Edward III's army defeated the 50,000 French of Philip VI in the forest of Crecy, not far from the Somme. The Crecy was born amid much secrecy and disinformation. Contractors who produced injection systems and other components were told it was for either an advanced version of the Napier Sabre or some other engine already under production.

More than one inventor thought he had found a better way, and so began the designing and testing of some very weird and wonderful pieces of engineering. While sidestepping the various rotary types that were attempted, the bulk still used the traditional piston and crankshaft setup and then changed the way the intake and exhaust worked.

After a short number of years the designs that could be easily replicated in production numbers and lasted for a reasonable number of hours between rebuilds settled down to two. Both the poppet valve and the sleeve valve proved to be winners, and each had its staunch advocates and enemies.

The greatest engine guru of the age was Sir Harry Ricardo who through his extensive testing showed that the sleeve valve could not only foot it with the much more established poppet valve but in the right environment could really kick butt!

Sir Harry published his findings in *The High Speed Internal Combustion Engine*. They were in favour of the sleeve because:

- 1) When using the same fuel with the optimum timing, at least one compression ratio higher could be exploited.
- 2) Less ignition advance was required for the optimum outputs due to better turbulence.
- 3) The mechanical efficiency of the sleeve was superior,
- 4) Without valves dominating the head, the design of the head and the placement of the spark plugs could be optimised.
- 5) There were no hot exhaust valves causing pre-ignition.
- 6) Faster port opening allowed more conservative timing.
- 7) Higher boost pressures were possible before detonation.
- 8) Potentially much reduced aircraft frontal area was due to a more compact design.
- 9) Cylinder wear was much reduced,

especially around the area where the rings stopped at the top of the stroke, due to continuous sleeve movement

These engines had another trick up their sleeves in the maintenance arena: once the engine had passed the bedding-in stage, there was nothing mechanical to set or adjust. This feature was a revelation to RAF maintenance men who were used to having to check valve clearances after every few flights and pulling engines out when the wear got too bad.

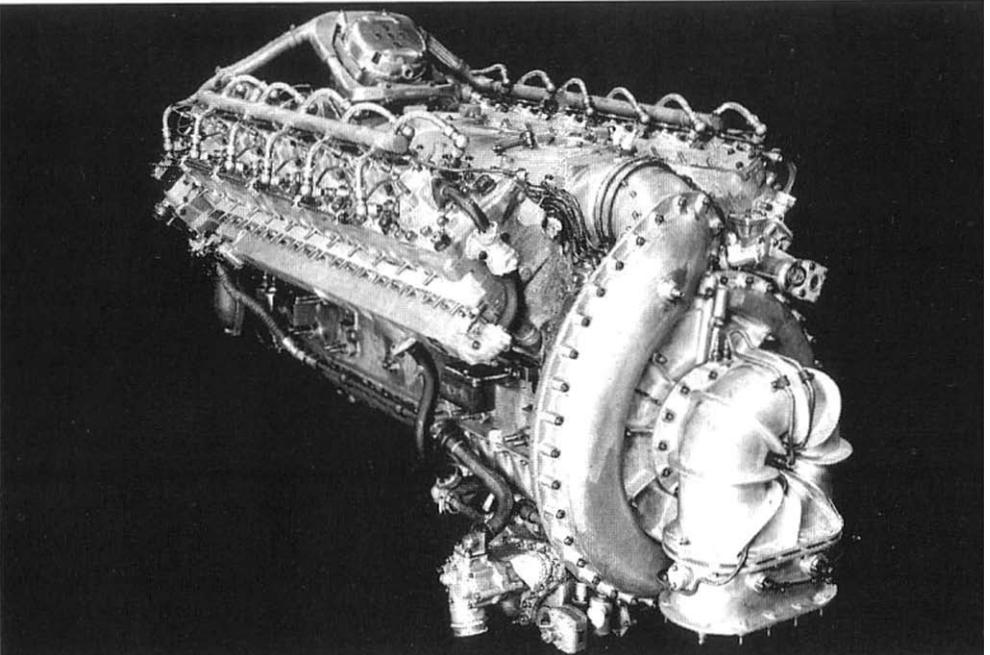
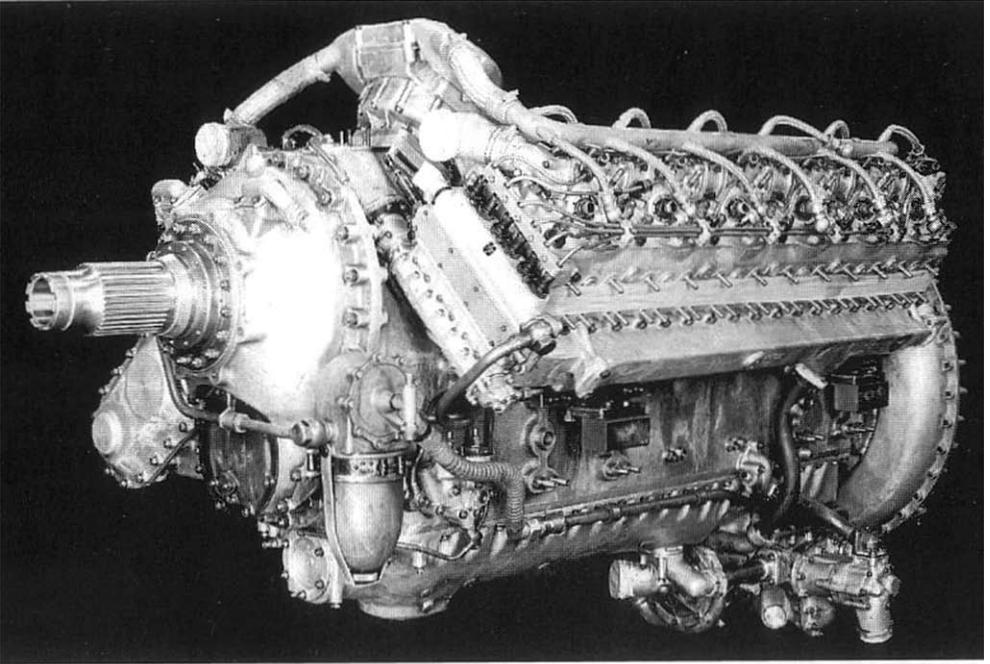
Oil consumption, a subject that is highly misunderstood by the masses, was quite good in the sleeve motors. The most common engines were the Bristol designs which were all air-cooled radials, so like all other air-cooled engines they had increased clearances which exacerbated the oil consumptions. But when checked against other air-cooled engines the oil consumption was no worse and in some cases better.

One of the reasons that the oil consumption was so good was that the sleeve was honed and matched to the bore and the piston closely matched to the sleeve. One of the reasons that this close clearance could be allowed was that due to the sleeve moving on the film of oil the heat of combustion was carried to a wider area of the cylinder, giving a more even expansion.

Another issue raised regularly by the opponents of the sleeve was the supposed problem of getting the heat out of the piston and to the outside world. The sleeve and the two layers of oil, it was believed, severely hampered this.

Sir Harry Ricardo and Sir Roy Fedden found through their testing that this was not borne out in reality. As the outputs rose the use of oil sprays under the pistons became common so the piston crown didn't collapse and the oil in the ring grooves didn't turn to carbon. This idea eventually was to be exploited by all manufacturers.

Rolls-Royce tinkered in sleeves, but their wartime commitments required they keep the Merlin and Griffon at the front



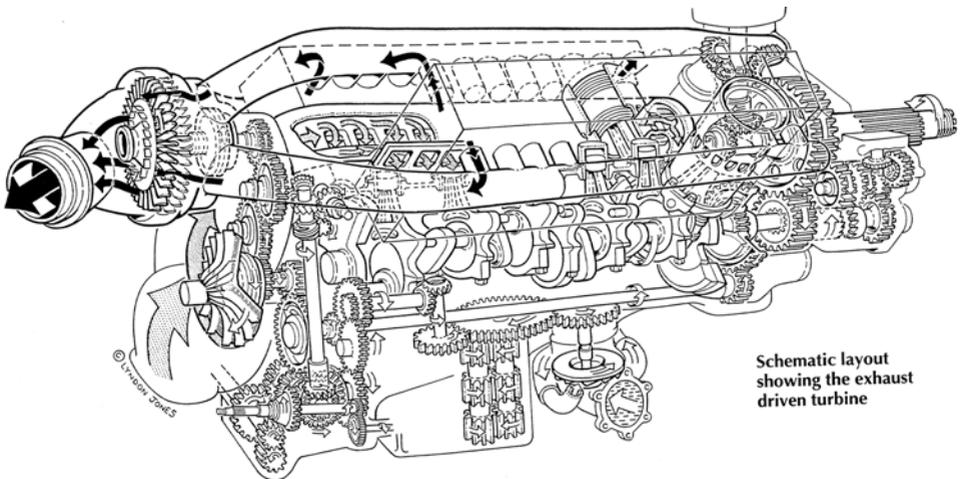
of the horsepower race.

The first real attempt was actually around 10 years before WW2. The Air Ministry had a fascination with diesel, and Harry Ricardo had shown that his sleeve valve designs provided the turbulence the diesel needed to burn well. A Kestrel was converted to diesel and sleeve valve operation, but the output was disappointing and the conrods cracked under the pressure while barely making 350 hp.

The same engine was converted to petrol and given limited

tested and flown in a Fairey Battle and ran very successfully, but at 22 litres it was considered too small. The only flying example of the engine was to spend the rest of the war powering the liaison aircraft, and reports say it ran well with minimal maintenance.

Its replacement, the Pennine, was laid down in 1943 at 45 litres to overcome this “too small” problem, easily producing 2750 hp on 12 pounds of boost. A cooling fan driven off the reduction drive fed pressurised air into the cowling and through the individual



testing but made 680 hp at 3000 rpm and moderate supercharging. The engine had not been fully redesigned for its new life and consequently blued the sleeves and overheated the pistons. Many believe that this experimental design influenced the Sabre that Napier would go on to develop.

The next serious attempt was during the war years and was designed to suit a Navy requirement. The Rolls-Royce Exe, an air-cooled X-24 sleeve valve engine, was built,

cylinder ducts, ensuring even cooling for all cylinders.

The Pennine would have been ideal for the larger heavy bombers that were being planned for the eventual attacks in the Pacific. It would also have had two bigger brothers at 61 and 100 litres, placing them in the 4000 and 5000-plus hp classes. All models of this type of engine were to be named after mountains, and the Exe100 would have been named the Snowdon. The Snowdon was to have the power takeoff from the centre crank web with upper and lower shafts running

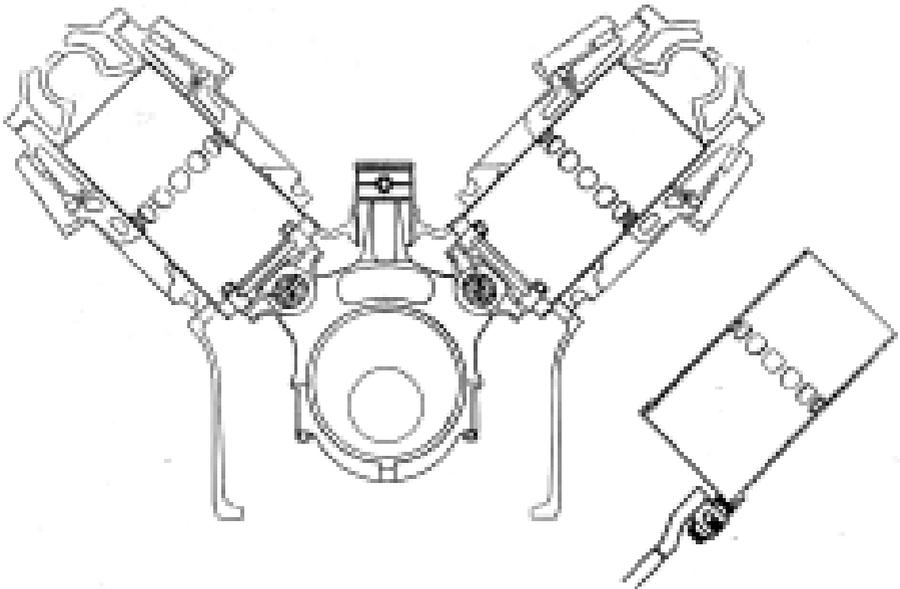
forward, each to drive one half of the contra-rotating propeller reduction drive.

Alas, Rolls-Royce was once again directed to focus its efforts on the Merlin and Griffon as there was, after all, a war to win.

Once the pressures of war eased, Rolls-Royce looked for successors to its current range and developed the Eagle, a 46 litre water-cooled H24 contra-prop wailing monster. Its 18 psi boost at 3500 rpm gave a solid 3500 hp, but eventually

much simplified by the crankshafts turning in opposite directions, so reducing the number of gears required. This engine did, though, verge on being a step too far and caused R-R no end of headaches, so when the Wyvern, the only aircraft to use the Eagle, was moved onto turboprops everybody involved must have given a great sigh of relief.

Rolls-Royce had one other serious dalliance with the sleeve. The company built, at the government

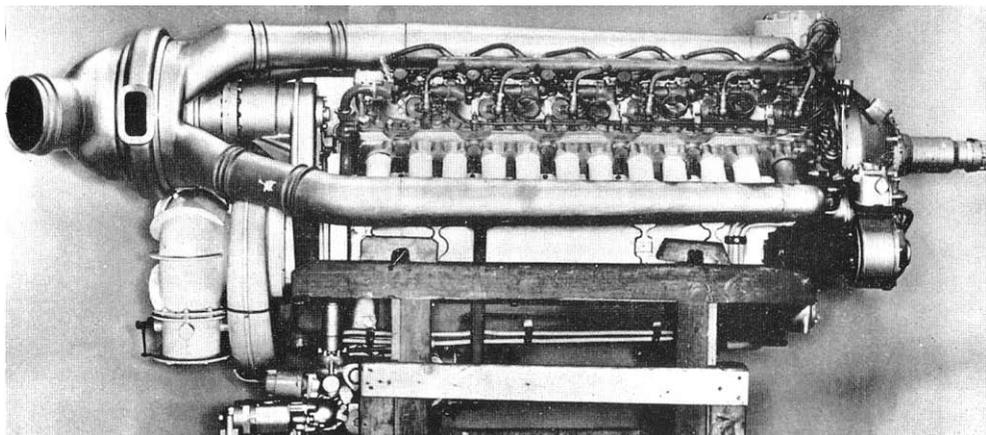


The Cruick sleeves and their drive mechanism. Both sleeves are attached to the eccentric bearing (strut) by spherical ball-joints; the small open-topped piston in the centre ensuring that the position of the whole assembly cannot be disturbed by the rotation of the crankshaft eccentric that drives it. In this cross-sectional view the slice is taken through two of the opposed vertical bars (four in all) that equally divide the circumference of the 360° exhaust port, hence the port does not appear on the drawing. The position of the eccentric web on the crankshaft gives the reader an understanding of how its offset centre produces the 1.950-inch travel of the sleeves and how the small amount of movement to left and right during the travel produces an elliptical motion. This ensured that, unlike linear motion, the sleeve never actually came to a stop at TDC or BDC.

development would bring 3650 hp at 22 psi boost.

Unlike the Napier Sabre, which it resembled, the reduction drive was

committees' request, a Harry Ricardo-designed sleeve valve two-stroke which was to be both supercharged and directly injected.

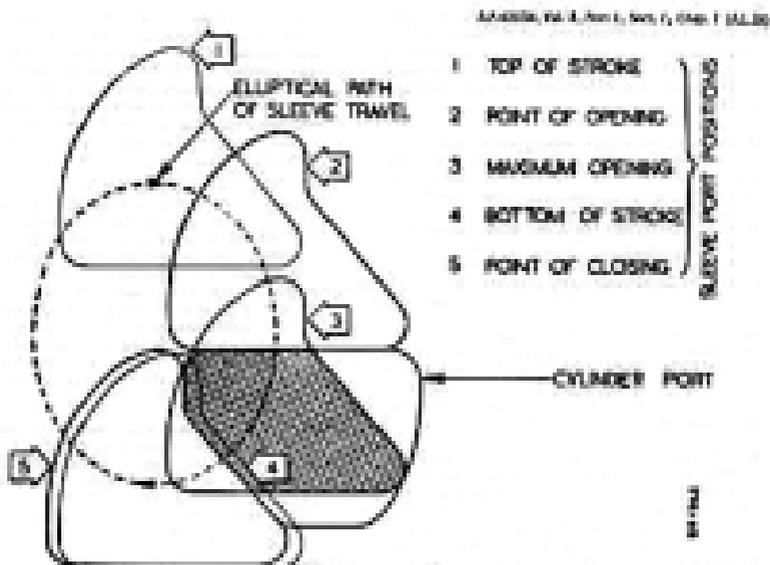


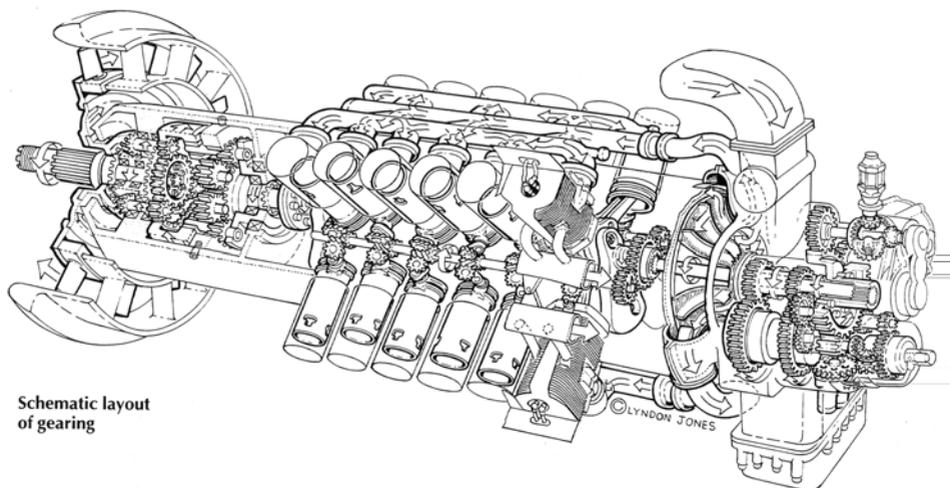
The Crecy was born amid much secrecy and disinformation. Contractors who produced injection systems and other components were told it was for either an advanced version of the Napier Sabre or some other engine already under production.

But this engine was nothing like anything ever seen before or since. The 25 litre, 90 degree V12 was directly injected into the cylinders using two injection pumps adapted from the

German-built BMW 801 engine. It had a new design of sleeve that had no junk head as such but relied on the sleeve itself to expand and seal against the bore. The intake was at the bottom of the stroke and the exhaust was over the top of the sleeve using almost 360 degrees of the bore to escape.

The increased breathing capability of this uniflow design meant much greater horsepower potential for a given engine weight. The V-twin





Schematic layout of gearing

test engines ran well and very stably too, the horsepower outputs were impressive to say the least and the fuel consumptions were much lower than anyone expected.

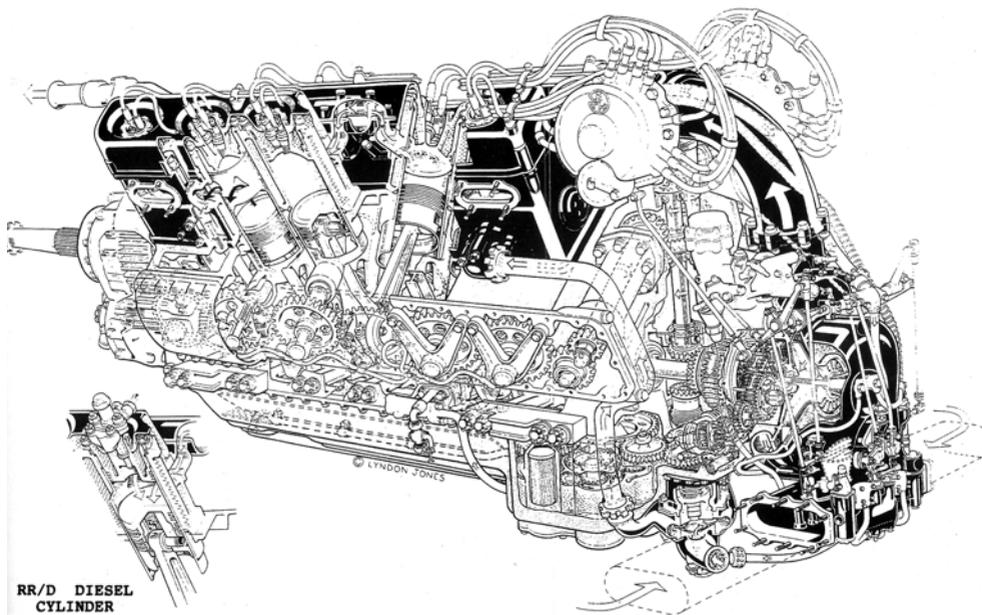
The lead engineers on the team thought they had a world beater, but the V12 itself had numerous problems. Rolls-Royce, due to the pressures of war, could not release its best men to get the project rolling along, so the design foundered. The challenges of cooling the pistons, due to their suffering the searing heat of combustion every stroke, and the large amount of air required to feed it, equivalent to a 60 litre four-stroke, were formidable by themselves, but sorting out the in-cylinder scavenging airflow and the direct-in-to-the-cylinder high pressure injection proved too much for the men tasked with the job.

When the war was over one of the V-twin test engines was run to its utmost limit and it was found to produce 218 hp per litre. When this was translated

to the main engine in the same conditions it would have produced 194 hp per litre which would have been a bit over 5000 bhp at the propeller!

This was another engineering near-miss. Had all things been equal and had the brains trust of Rubbra, Lovesy and Hooker been let loose on this machine, then it would have been the bridge between the piston-powered past and the jet-powered future.

One extra feature of the two-stroke sleeve valve engine was the prodigious exhaust gas output which could be pointed rearward for thrust purposes (at the cost of extremely high noise levels) or fed into a turbine and geared back to the crankshaft. Testing showed that the extra horsepower collected by the turbine made up for that which was consumed by the supercharger and still had quite a bit to spare. The result was lots more grunt at the prop and dramatically lowered fuel consumption with no ill effects as the two-stroke didn't mind a bit of back pressure as long as it was less than boost pressure.



RR/D DIESEL
CYLINDER

ROLLS-ROYCE - RICARDO RR/P SLEEVE-VALVE PETROL-INJECTION KESTREL

One man who wouldn't let go of the two stroke sleeve valve was Stewart Tresilian who schemed up an X-16 water-cooled engine using all that had been learned from the Crecy while completely re-thinking the crankshaft layout, cooling of the pistons and bore/stroke dimensions.

His final scheme was reduced to only 9 litres, revving to 6800 rpm using 25 psi boost and producing 2500 bhp! What a shame the Rolls-Royce management didn't allow him to finish his work. The package would have been small and smooth while still retaining the recovery turbine to ensure good fuel efficiency.

The engine had some very unusual features. The intake and exhaust were on both sides of the block so each V had the intake manifold running along its base and feeding both sides while the exhaust was a common log running above the intake and being fed from both sides.

The supercharger was placed at the front and its air was fed around

the reduction drive, much like the earlier centrifugal jets. Once compressed through the supercharger, the air went into the annular intercooler then into the intake manifolds, remembering that only air was pumped as the engine was, like the Crecy before it, directly injected into the cylinders. The supercharger would be larger than the equivalent four-stroke as it not only has to supply double the air to allow for firing every stroke but also has to allow for the approximately 25 percent loss of air that is wasted during scavenging of the cylinders.

A turbine was geared to the rear of the crankshaft and took the exhaust from the four exhaust manifolds, providing enough power to overcome the consumption of the supercharger and assist the crankshaft, so giving a projected 15 to 35 percent advantage in fuel economy over the Merlin, depending on loading and altitude. The appearance would have been that of a very odd turboprop.



Ray and Shirley Scampton's Silver Cloud III was dusty but elegant.

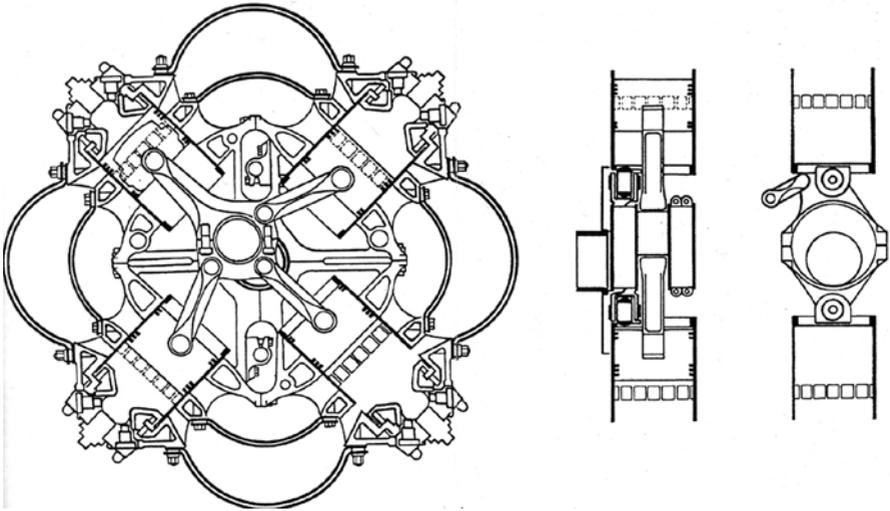


ant by the time it reached Hicks Bay. David Neely's photograph.

Sleeve valve engines, along with their poppet valve cousins, went into decline in the 1950s, only the Bristol Hercules and Centaurus lasting the distance in the commercial environment. The small engine market returned to basic pre-war designs from Lycoming, Continental and some de Havilland types, plus a few other bit players. The advances of the war years were all but lost — fuel injection, improved ignition, supercharging,

reduction drives and of course the marvellous sleeve valve. All seemed doomed to disappear, only to be seen in books.

Pragmatic, dull and inefficient designs ruled the roost for many years, but over the last decade we have seen the reappearance of proper injection, quality ignition and reduction drives. Maybe now we will see the return of the sleeve valve. One can only hope.



“We have a great deal of disagreeable weather and a small proportion of bad weather, but in no other part of the world does nature so thoroughly understand how to make a fine day as in New Zealand”. Anon

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The Six Pot Register's Barbecue at Pauanui. See Richard Hadfield's report on Page 7 .



Your Next Bentley? Part 1 by Scott Thomson

FLYING SPUR

The traffic was building up when the Flying Spur arrived on a grey Dunedin evening. Not the best time to sample the world's fastest four-door car.

By the time I had the seat belt on, two things were apparent. This is no definition-bending barely-two-seat 'GT'. In the back I had headroom and leg room and a room with a view, cosseted in understated luxury. I also saw that we had been spotted. We were in university country and whatever you think of modern education, the 'scarfies' had their digital cameras out – lots of them.

Over forty years, my Bentleys have been identified as Jaguars, Daimlers and even an Armstrong Siddeley. Never no more. Remember, this was the first Flying Spur to visit Dunedin. Bentley's publicity has obviously impacted on the young.

Is the Flying Spur styling undistinguished – plain, in fact?

That's not all bad, but the simple undeniable fact is that it is supremely functional.

Acce British writer Andrew Frankel took one to 208 MILES per hour with four up and the air-con on. The magic double ton was achieved with total absence of drama – 'just one more number on the dial'. Look at the refugees from aircraft factories that dress up as hot cars with wings and things. The absence of ornaments on the Flying Spur show clearly that Crewe have the aerodynamics absolutely spot on. End of argument.

Not being a ministerial motorcade, we didn't explore the performance of the Spur. Legally limited to thirty percent of the potential of one of the world's safest cars, we indulged in one full-power take off from zero. The normally unobtrusive W12 engine makes a wonderful noise when the message comes, and four wheel drive plants a punch that pins you to the seat.

I had spent the weekend travelling in a Mercedes CLS, but I was still cautious when Bruce McLroy invited me to drive. I had never had this much power before.

The Flying Spur isn't a Bentley Boy Bentley. It just does what you tell it, totally without drama. In ten miles or so at the wheel, I found it docile, with beautiful responsive controls. The brakes are awesome, the steering well suited. The cornering felt neutral and very grippy. On a whiff of light throttle we absolutely demolished a string of moderns up a passing lane.

ARNAGE

John Cameron generously offered the loan of his 2004 Arnage Red Label R. All I had to clinch was decent weather!

Had I been there already? John's very late '04 car is one of the first of the new four style headlight series. And it has a V8, familiar from my S3. Mind you, the engine has forty years of development and twice the power. It is also much smoother, although the idle sounds a touch more eager. It has twin turbos. John thinks the second unit is more to satisfy latest European emission standards than to wring out yet more power.

In the early 1980's, slugging off Rolls-Royce Motors was always good for a journo short on column inches. The hacks never realised, until the first turbo Bentleys came along, that the Silver Spirit series had basically very good suspension geometry and chassis design. It required only tweaking of springs and shocks to cope with the blower. Later, it became the fashion to decry that stuffy old V8. Now the pure-souled and high-minded VW engineers have tossed out the horrid BMW engine (good enough motor but a bit of a runt by Crewe standards) and given the V8 a clean bill of health and a further lease of life.

The Arnage R would be just as happy with a Rolls-Royce radiator. I had expected something a bit more 'WO' and I gather the Arnage T provides this. The R is a big strong machine, yet very unobtrusive. Parked outside a school during the photo-shoot, it did not attract attention. I can understand a former Rolls owner buying it rather than the 'in your face' styled New Phantom.

The key start needs only a light touch – part of the very refined package. The doors shut with a gentle click – no slamming! The steering wheel is thick. I hate thin rims. Visibility is excellent, although I could not quite sight the left mudguard tip with the seat position I used. I found the steering reassuring and pleasant rather than crisp. At first I felt the car under-steered slightly and was tempted to help it round with a slosh of torque. As I became more familiar I found myself tucking into left-hand bends and delicately threading my way round the high line on right-handers.

Ride is softer than I expected, but well controlled. You can drive in a definitely sporting manner and it really goes, especially out of slow/medium corners, through fast swerves and up steep open hills where the torque comes into its



Tower of Strength....Amrage goes and goes. Scott Thomson's photograph.

own. I enjoyed using the manual override to go down to third and occasionally second, but the auto box is very smooth and progressive. Speed is governed to 155 mph (260 km/h if I remember my conversion tables). Brakes were adequate.

I only tried the back seat at rest. Barbara reported that she could have gone on to Auckland and got out serenely. The middle rear seat is more of a perch. A small child would like it for the view forward. I thought the boot very adequate for the size of the car – the Amrage doesn't look big.

AZURE

Thanks to Majestic Motors, Masterton, and the good offices of our member Ian Hoggard, I was also able to sample a rare and desirable Bentley drop-head. I admit to more than usual curiosity. In the case of the Flying Spur, there was the question of what VW had done to my make. In the case of the Azure, reservations centred round the dynamics of the convertible.

I am a big topless fan and fully half my pleasure motoring is in open cars. On the other hand, my only previous experience in a Crewe machine was a brief delivery of a 'collectable' (read; 'neglected') Rolls Corniche. The coachwork of that sad old car rattled like the valley of dry bones in a force eight quake.

This challenge is not peculiar to Crewe.

When manufacturers moved on from the solid chassis to unitary construction, they lost the possibility of creating a satisfactory open car by simply cutting the top off a saloon. Open four-seaters now need so much beefing up to provide some rigidity they are usually more ponderous than the saloon.

So how would the Azure come out? With credit. There are only a very few minor rattles and just a hint of scuttle shake. (Read Frankel in a recent MOTORSPORT number.)

A secondary issue is styling. Few two-seaters look really well with the hood up. Traditionally, drop-head coupes looked smarter with the hood up, but lowering the top used to generate a pile of canvas, suggesting a scout troop was about to make camp.

The dark blue Azure arrived hood up – and it is stunning from almost every angle. Ian immediately demonstrated the excellent steering lock with a snappy U turn and we were soon surging along fast enough to confirm that there is none of the flap and slap that makes so many open cars tiresome over a long hood-up journey.

Barbara was consigned to the back seat and looked a little startled when things began folding back around her. She found it snug



Open invitation: the Azure. Scott Thomson's photograph.

and quiet with the hood in either position, the wind at 100 km/h being pleasantly invigorating and certainly not distressing. I found the front commendably free of those annoying eddies that can mar open motoring.

Doors are heavy. The front seats offer a lot of adjustment, which helps the contortion of getting into the back with hood up. Front and back, all round visibility is grand. As driver, I was interested to discover whether I could get myself low enough to see under the rather prominent windscreen top. I note that the new generation Azure appears to offer still more rake that will presumably take the screen rail back behind the driver's vision field – rather as on the Peugeot 307. Ian's 1996 car is quite satisfactory. (I did once threaten a periscope - or a cutting torch and a couple of Brooklands aero-screens!)

In fact, I immediately felt at home, the steering wheel smaller and comfortably thicker than on S or T series cars, though not as thick as the Arnage. I could see both front mudguards, which I like for positioning a car, and the steering tracks nicely ahead, the whole process being very relaxing. Relaxed is the word, for in spite of all that turbo performance this is not a car to chuck around.

With almost 40,000 km on the clock, this Azure drives like a new car. In the time available I thought the handling was pretty neutral, but the

Azure does not want to change direction in a hurry. Gently in, fast out! Ian likes to run firmish tyre pressures and the ride is noticeably firmer than the Arnage. He points out that the centre of gravity is slightly lower than on the Continental (from which the Azure was derived) with a consequent gain in roll-control and road -holding.

For fun, I drove with the automatic transmission in sport mode. The gearbox is really good, the changes quite seamless. Normally it trundles along in 'top' at low rpm on light throttle in the best RR style. In this mode I felt the throttle response from low rpm was slightly hesitant – also turbo lag perhaps? I enjoyed manually selecting down to third or occasionally to second. Plant the foot then, and 4,000 rpm is almost instantaneous in any intermediate gear.

This very fast car seemed at its best cruising through the evening landscape or just wafting along in town. We arranged the photo-shoot at a friend's lovely home. I was surprised how confident I felt when backing it – hood down - in a confined space.

YOUR CHOICE?

Three superb cars. Prices are daunting - but they all come down in time. For fun, YOU and your family members try choosing one of the three. Send your views to editor Tom, then we'll tell you mine.h

World Speed Record on Ice for Bentley Continental GT

A Bentley Continental GT, driven by four-times World Rally Champion Juha Kankkunen, has smashed the world ice speed record, reaching an average speed of 199.86mph (321.65km/h) on frozen sea off the coast of Finland.

The near standard four-wheel-drive Continental GT - which is privately owned by the world rally star - eclipsed the previous ice speed record of 184.14mph (296.34km/h), set by a Bugatti EB110 Supersport at the same location.

Kankkunen's team endured temperatures of minus 30 degrees Celsius on a 10km section of frozen sea, 50km north of Oulu in western Finland. Accelerating hard over 70cm-thick ice, Juha took around 5km to hit his optimum speed before reaching the start of the marked kilometre over which his speed was measured. In spite of the Continental GT's exceptional grip and traction he experienced wheel-spin even above 120 mph.



After a brief check-over, Juha turned the Continental GT around and drove the measured kilometre a second time to fulfill the judge's requirements, peaking at an incredible 205mph (330km/h).

Modifications to Juha's Continental GT were kept to a minimum. For safety reasons, a rollcage was fitted, along with Nokian snow tyres. Various aerodynamic tweaks were also made, but the powertrain was essentially untouched, although the car ran non-standard fuel with matching calibration to cope with the extreme temperatures.

'Juha's record-breaking achievement is just what we've come to expect from some of our more adventurous owners,' said Dr. Ulrich Eichhorn, Member of the Board, Engineering. 'It shows that the spirit of the famous Bentley Boys lives on and is still harnessed by drivers with sufficient skill and courage to extract the full potential of our motor cars in extreme conditions - though, naturally, we would not recommend our other owners try to attempt such high speeds on sheet ice!'

This most recent world record set in a Bentley continues a long tradition started in the 1920s when some of W.O.'s Bentley Boys set the pace at European circuits. In 1922, John Duff drove his Bentley 3 Litre single handed for 24 hours, at an average speed of almost 87mph at Brooklands to secure a Class record. And in 1928, another 3 Litre driven by Dudley Froy became the first car to achieve more than 115mph over a distance of 100 miles at the same venue.

Text: Classic Driver / Nokian/ Bentley

Photos: Nokian

The Gaines Wood Phantom - Q & A with Paul Wood

As the story goes, British Rolls-Royce/Bentley specialists [P&A Wood](#) were commissioned by a customer to rework a new Phantom's front end to incorporate more traditional styling. Paul and Andrew Wood founded their company in 1967, and have since grown to become the UK's acknowledged resource on all things Rolls-Royce and Bentley. In fact, not only are they an authorised Roller dealer, they're the UK's only authorised repair agent.

We wanted to know more about this unique coach-built Phantom, and Paul Wood (who is in charge of both coachwork and sales) took a few minutes out of his day to answer some of our questions about the car.

WR: Was this redesign specially commissioned, or was it just an idea that the craftsmen at P&A Wood came up with?

If privately held, can you disclose who owns this vehicle?

PW: The design was specifically commissioned by a very good customer of ours. It is our own design, and something we have often considered.

WR: What all was involved in the conversion process? - How long did it take, what sort of parts needed to be crafted, and where are the lighting units from?

PW: The alterations were to the front wing to take twin headlamps, headlamp washer system, flasher lamp to resemble previous Rolls-Royce snow-pack grilles, new full length front bumper incorporating number plate recess and improved lower spoiler. The work took approximately 4 months to complete but this entailed making several 'mock-up' versions before the final design





was decided. It was very much a joint effort with our customer. The headlamps and mounting brackets are from the Bentley Continental R.

WR: Are there any further conversions like this planned, or was this strictly a one-off?

PW: This car is a one-off at present; however, we would certainly consider the opportunity to do more.

WR: Have you ever done any conversions/restyles to other vehicles?

PW: We only deal with Rolls-Royce and Bentley motor cars.

WR: How much did the conversion cost?

PW: The conversion cost was approximately £26,000.

WR: Did you have any reservations about altering the Phantom's design?

PW: Yes, we did have reservations, but our customer would not have purchased the car if we had not agreed to do the conversion. It does give the car a more traditional and less aggressive look. In my opinion, the Rolls-Royce Phantom reinstates Rolls-Royce as the best car in the world, but Rolls-Royce has always had coach-built versions.

WR: Will this car be shown publicly anywhere this year?

PW: There are no plans to show the car this year, and in fact the car is for sale. The owner wishes to purchase an extended wheelbase Rolls-Royce Phantom with the same conversion.

Chris Paukert (Reprinted with permission of Winding Road 2929 Plymouth Road, Suite 325 Ann Arbor, MI 48105-3206)

Letter to the Editor

Dear Tom,

You seem to have summed up the confusion of the Annual General Meeting quite well. Rob did a sterling job remaining equable and unflappable at all times.

My point was that the motion carried at the 2006 AGM was not valid as it was a constitutional matter, completely altering the set-up of the club, and must be notified prior to the meeting by way of Notice of Motion. I cannot remember if this was done or not, but as memory serves me it was not done.

If this was passed properly then it could only be rescinded by a further Notice of Motion prior to the 2007 AGM.

However I think the whole matter is now irrelevant and the club will continue as is. For the life of me I cannot see what the breakaway group are hoping to accomplish. If it is a matter of finance then the club subs are absolutely minute compared to running costs of our vehicles. One tank full in my old gas guzzler is well above the sub. In unity is strength and by fragmenting the outfit they have done a disservice. I sincerely hope that the rush of blood to the head causing this division is short-lived. As I said to you before I think it is a Canterbury - Auckland thing dating from the 1800s and all we can hope is that they grow up and get over it.

Incidentally, Bentley Auckland who have been marvellous sponsors are on our side and are firmly of the opinion that the club was better as a single unit.

Regards,

David Merryweather.



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FOR SALE: 1937 Rolls-Royce 25/30, Lady Jane, recent (2004) makeover. Mulliner razor-edge sports saloon coachwork and interior woodwork in very good condition. Good runner. Interested parties please contact Peter Morelli (09) 575 9351 or MOB 021 676 278.

FOR SALE: NZ new 1994 Brooklands, 30,000 km. Dark burgundy exterior/tan interior. I have become careless and bought a later model that I couldn't refuse, so regretfully this Bentley becomes a little surplus. Colgray have inspected the vehicle and can comment if and as required. \$65,000. Andrew Guest, cell phone 021 955 885 e-mail aguest@viranda.co.nz

FOR SALE: 1948 Silver Wraith WFC33, 102,000 miles, recently fully restored and fitted with a new 2-door drop-head coupé body in black and yellow. Current registration and WoF. Phone 07 863 8586 to inspect the car at Waihi. \$45,000.

For Sale: 1974 Rolls-Royce Silver Shadow 1, White. Condition rated 7/10, 93,000 miles, registration number VIP01. This lovely lady received a full 'Bruce McIlroy' service when I purchased it in November 2001, and has done just 5,000 miles since then. 'Lady Di' is reluctantly offered for sale following the closure of our limousine business. Enquiries: Email: pinehill@slingshot.co.nz or phone Kevin on 035781219 or 021 587 801 \$25,000.00 (with personalised plate) \$22,500.00 without

For Sale: 1968 Silver Shadow, good all round condition, \$14,500.00 o.n.o. 'Ph. Dave 09 473 1621.

For Sale: 1986 Rolls-Royce Spur, 50,000 Miles original white with blue Everflex roof, powder blue leather, dark blue carpets with over rugs, picnic tables, bright work, woodwork in top condition. This car is in top condition and drives like new. Once owned by Shirley Bassey. Selling due to too many Rolls-Royces. Serviced by Bruce McIlroy, car located at McIlroy Motors 03 308 7282 or try Andrew Lush 03 615 8385.

For Sale: Four Bentley Turbo Alloy Wheels, early type \$1800; Workshop Manuals TSD 4400 Silver Spirit etc (copies) \$400; Two Avon Tyres 205 VR 15 approx 5 mm tread \$190 for pair. Phone David Parry (09) 846 7352 (evenings)

Wanted to Buy: Rolls-Royce Silver Cloud 1 or 2. Poor paintwork not a problem. Please phone Ross Stewart (09) 630-3564.

For Sale: 1949 Bentley Mk VI BIOEY, NZ New, 4.¼ litre, 164,000 miles. Huge amount of work done by me with interior by Vintrim and chrome work by Otahuhu Chromeplaters. Lots of photos taken. Ownership papers, original tool set in tool box under dash and original working radio. Realistic offers to Gary Langstone, (09) 294 6614, glangstone@xtra.co.nz



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