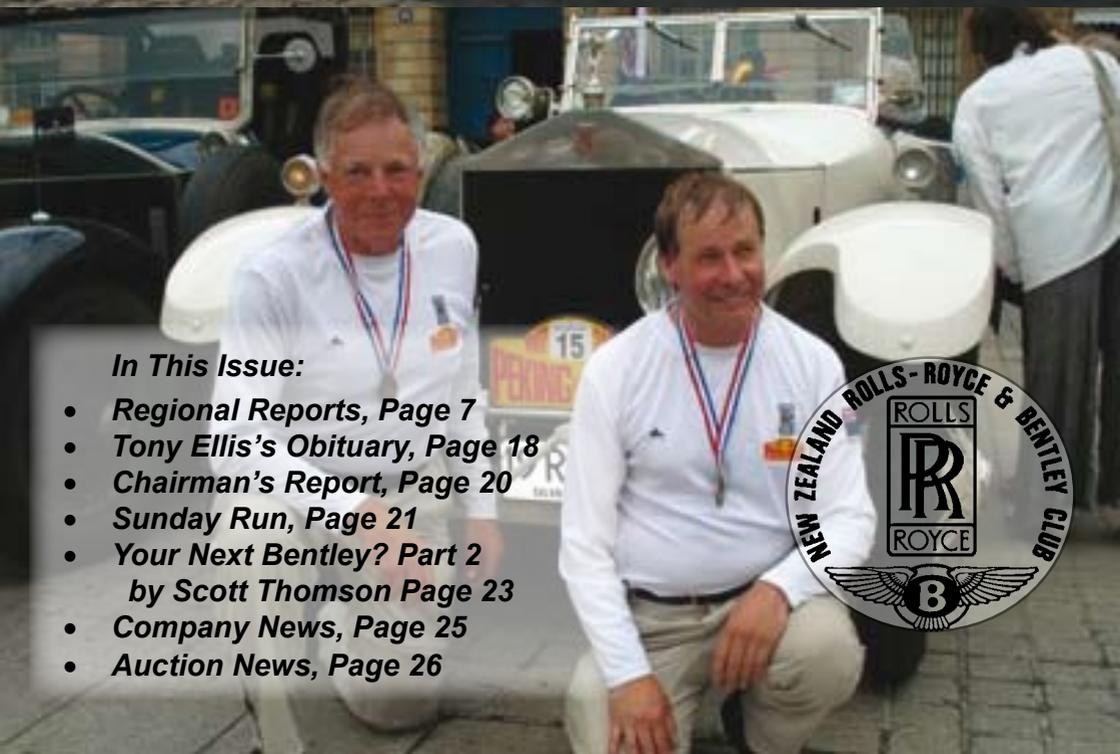


# New Zealand Rolls-Royce & Bentley Club Inc

ISSUE 07-4  
2007



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Tom King, 191 Sparks Road, Christchurch 8025. Phone 03 339 8309  
e-mail [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz) Closing date for material for Magazine 07-5 **22 September 2007**

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## Front cover:

*Two images from the Peking to Paris Rally: Neville Jordan and Bruce McIlroy with 7KG.*

## Disclaimer:

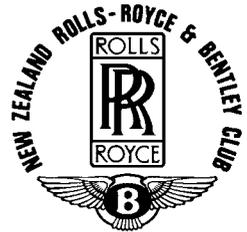
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# SUBSCRIPTION

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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or                                      [www.nzrrbc.co.nz](http://www.nzrrbc.co.nz) for **APPLICATION FORM**



## 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](mailto: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](mailto: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 2007-4***

### **Northern Region**

**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 23 September: Wine Tour** – Further details to be advised.

**20-22 October: Labour Weekend Away (see next page)**

**Sunday 11 Nov: Parnell Festival of Roses** from 12pm to 5pm

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

**Saturday, 24 November: WAIUKU HERITAGE FESTIVAL.** British car clubs have been invited to display their cars from 9am until around 5.30pm. Cars will be displayed on either side of Queen Street, Waiuku (the main shopping Street) where there are about 200 spaces available. A car parade will occur at 12, noon, after which the cars will return to their display sites.

### **Central Region**

**19 August: Nick's Jaunt** –will include a drive in the Wellington area.

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**

Roy Tilley will be organising a night rally

Saturday and Sunday 13<sup>th</sup>, 14<sup>th</sup> combined Northern and Central Region get together in and around Taranaki

**Saturday and Sunday November 24<sup>th</sup>, 25<sup>th</sup> November:** Central Region AGM in Wanganui, combined with early Christmas dinner.

**January 2008**

First New Year event to be arranged by incoming committee at AGM

**February 2008**

### **Southern Region**

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

**September** - tentative movie afternoon / night

**Labour Weekend 20–22 October** – More details will be available closer to the time.

## ***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

## Waikato Labour Weekend 20 – 22 October



### Accommodation in Te Awamutu

#### Rosetown Motel

9 spacious ground-floor units, 7 x one-bedroom & 2 x two-bedroom. Cooked or Continental breakfasts and evening meals available. Separate parking is available for large vehicles.

Reservations Only **0800 767 386**

844 Kihikihi Rd SH 3 Te Awamutu

#### Albert Park Motor Lodge

15 quiet luxury units. From studios to 2-bedroom spa bath units

**0800 221 166** 299 Albert Park Drive Te Awamutu [albert.park@xtra.co.nz](mailto:albert.park@xtra.co.nz)

### Suggested activities and items of interest:

Maungatautari Island Ecological Reserve - The site of a community driven restoration project that will see the return of the kiwi, kokako, tuatara, Cook's petrel, and many more species on the mountain due to pest-proof fencing. Various walks available.

Visit local pottery and vineyards for winetasting

Yarndleys Bush - just 4kms from Te Awamutu and believed to be one of the largest remaining Kahikatea stands in the North Island

Lake Ngaroto - One of the largest Peat Lakes in the Waikato, popular for fishing, yachting, rowing and walking. A floating boardwalk at the southern end of the lake takes you through swampy wetland

Mt Pirongia Forest Park - walks in the forest amongst beautiful bush, mature native trees, streams and picnicking areas

Kakepuku Historic Reserve - This historic reserve has significant Maori history with four pa sites. A steady climb (449 metre high summit) with great views

## Mainland Comment

This is truly the year of the Silver Ghost. Exactly 100 years ago the first Silver Ghosts were being built in Henry Royce's Manchester factory, and chassis number 60551, after completion of the Scottish Trial was being driven for 15,000 miles day and night (excluding Sundays) for five weeks. One hundred years later our members Neville Jordan and Bruce McIlroy were driving Neville's 1922 Silver Ghost 7KG in the Peking to Paris Rally. Their organisational, driving, and engineering skills resulted in their finishing with a gold medal in their class, and second only by the merest margin to another Silver Ghost entered from North America. We look forward to publishing an account of their exploits in these pages.

Neville's web site [www.pekingparis.co.nz](http://www.pekingparis.co.nz) kept us up to date, despite the gruelling schedule which had to be maintained, and the carbon neutrality the expedition hoped to achieve featured prominently on the site and in Neville's interviews on Radio New Zealand National with Kim Hill.

As members strive to leave as small a "footprint" on the world, by making each kilometre in our more thirsty cars count for as much pleasure as possible, rationalising our patronage of public transport and the most economical way of covering our other necessary distances, and finding other ways to assuage our guilt, it is apparent that others are similarly concerned with satisfying "green" concerns.

A Jeep advertisement that now can't be found when it is wanted proclaimed how "green" a Jeep is since it has a long life expectancy, and by that reckoning our Bentleys and Rolls-Royces should handsomely win that "dust to dust" argument. A recent advertisement promises to plant 17 trees on behalf of each purchaser of a new SAAB; this apparently equating to replacement of the carbon one year's motoring produces. The size of tree is not specified in the pledge, and one can't help but hope that the pittosporum saplings that spring up are doing enough work on our behalf.



# Northern Region Report

## TECHNICAL EVENING – COLGRAY MOTORS

Once again, hosted by Colin and Peter, we an evening at Colgray's and were treated to a very informative course of instruction on a topic dear to all of us – car grooming! (very appropriate since this session predated our



next middle distance run to the Far North on Queen's Birthday) Paul and Terry from Autoglym took us through the steps normally taken by a commercial car groomer – starting with the engine bay, then the wheels and undersides, on to the interior and then exterior.

Using Ross Stewart's lovely Silver Wraith as a model, we were given a number of valuable tips for getting the best finish (with the least wear and tear!) and yes, they do start at the bottom.

I took a video of the whole procedure – copies are available to anyone who would like to see this version of the chauffeur's art – just email or give me a call. Our most sincere thanks are due to Autoglym for their time and interest (and the nice prize) and to Jane and Colin for the lovely supper afterwards.  
*Dick Neill*

## ESCAPE TO NORTHLAND – QUEENS BIRTHDAY WEEKEND.

Whangarei members of the Club, Ray Scampton and Peter Romer, approached the Northern Region Committee some time ago with the view to designing a weekend in and around Whangarei and were encouraged to do so. The Northern Region Committee assisted by sending out newsletters advertising the weekend, while Ray and Peter did all the planning necessary. The result was a really enjoyable, well planned, relaxing weekend away.

Those driving North met at Westgate at the end of Auckland's Northwest Motorway. Doris and I were the second to arrive after Dick and Naomi Neill and we headed immediately over to STARBUCKS for a nice cup of coffee and a muffin. Returning to the car I realised that I had made one of those mistakes we all sometimes make: the car was locked and the keys were quite visible in the ignition. **Oops!** Happily Doris carries a second set in her handbag so all was well. **Phew!**

The group convoyed north following SH16 through Helensville and along the scenic Kaipara Harbour. It was not long into the drive that the rain set in. Well, it was after all forecast! It was also forecast that the rest of the weekend would be considerably better weather-wise and this turned out to be the case.

The first stop was at Richard Izard's farm just south of Wellsford on SH1. There we met up with Peter and Ray who had driven

## Northern Events (Cont from Page 7)

south from Whangarei in their respective cars to meet us. For many of us it was our first “fast” drive on a runway. Richard’s farm is vast and scenic and includes a sealed runway and hangers to house his planes. At the far end he has just completed a new hangar capable of housing his luxuriously appointed 6-seater and several smaller planes. Evidently he and his wife prefer

Vintage Car Club rooms at HERITAGE PARK on SH14, a short distance from Whangarei Hospital. This complex includes the Clarke Homestead which was built in 1885, a woman’s jail house, a school house, a full sized and a miniature railway, both capable of transporting visitors around parts of the park, and much more. In one shed that was opened for us a wide variety of vintage vehicles

was on display, including New Zealand’s oldest bus, dating from 1909 and now fully restored. Indeed there is a lot more for the family. Eleven Clubs are housed there and it was the Vintage Car Club that hosted us for an evening of pre-dinner nibbles (much of which was made by Sheila Romer) and drinks followed by a wonderful buffet featuring roasted chicken and beef. The profits from the \$20 per person charge went to the local VCC Branch to assist



this method of transportation to Auckland given the wonders of Auckland’s congested roading system. I did notice, though, that he drove his Bentley Flying Spur to meet us at the hangar...

Most of us lunched at the Skyway Café at the top of the Brynderwyns before continuing to Whangarei. Doris and I have visited this café many times over the last ten years. It is on the left at the top of the hill which makes it easy to get to and leave for northward bound travellers. It offers excellent parking, and under “new” ownership it offers an excellent range of food at very reasonable prices. But best of all it offers a simply breathtaking view which includes Whangarei, Whangarei Heads, Marsden Point, Waipu, the Hen and Chick Islands ... need I say more.

That evening was spent at the

with items like building upkeep and other maintenance needs.

After breakfast the next morning the group visited the Quarry Gardens in Whangarei. Now into its tenth year, the gardens are being created in some 60 acres of old quarry site. The walks range from quite arid (due both to the historical use of the site as a quarry and more recently to an arsonist who did his destructive deed four times before being caught) to sub-tropical bush. There is even a 4 acre lake fed by two waterfalls. As was pointed out during our guided tour, this is a work in progress and will never be finished.

After a lunch break in the Town Basin – where there are many excellent restaurants to choose from – most of us visited Hans Compter’s property just north of Kamo. His car collection is vast although

the majority remain unrestored. Many are the sole remaining example of their model or even marque either in this part of the world or world-wide. One of the highlights was his 1920 Silver Ghost which is known to be the largest car in New Zealand. I stand at about 180cm and had to reach my hand up high to touch the roof! Another in his collection is the car originally owned by Eva Peron ("Don't cry for me, Argentina").

The official part of the weekend concluded with dinner at the Kamo Club which provided a last chance for us all to get together before heading away the next day.

Indeed, taking our lead from Tony and Diane Cobb who were heading to Paihia for three days, Doris and I drove the short distance north to Russell in the Bay of Islands the next morning – just for one night. We stayed at Hananui Lodge, and our room was right on the waterfront. The owner suggested we park in secure enclosed parking across the road and we took him up on the offer. If you are in Russell in the next few months try the GABLES RESTAURANT. Its under the new ownership of a young couple. The Chef is from France and he is excellent! The young woman who fronts the restaurant is from Perth. She is pleasant and provides an excellent level of service. I hope they make it as their level of quality is close to that which earned this restaurant many awards in the 1990's.

The most surprising and pleasing aspect of the ESCAPE TO NORTHLAND WEEKEND was the membership turn out. In total we had 15 Rolls-Royces and Bentleys as well as 4 other cars. That added up to 38 people. Members and visitors came from as

far away as Te Awamutu, Drury, Auckland and Kerikeri. Best of all: for at least four members and their families, this was their first club event and all of them enjoyed themselves enough to indicate that they would be back for more. Fantastic!

Doris and I certainly enjoyed ourselves and our time with all the participants. Indeed new Club friendships were formed.



*B237TO and B408SR on a formal occasion -photograph from Philip Eilenberg*

#### BACK TO THE GRASS ROOTS

This kind of event results in part from a short study I undertook earlier this year which mapped the nation-wide geographic dispersal of our membership. I reached the conclusion that many of our members were not being well served by the Club's existing Regional event management system. Events tended to be concentrated close to the three major membership population centres of Auckland, Wellington and Christchurch with only occasional events reaching further out. Those that lived more than a comfortable driving distance to and from these centres tended not to participate. We needed to return to our grass routes while maintaining the best of what had been developed.

## Northern Events (Cont from Page 9)

The solution, in my opinion, was to develop events within these sub-regions designed by members living in those areas and targeted primarily toward members of our Club, other Clubs and to those who are not members but who share a common interest, but who all live in or close to the specific sub-region. Support would be provided by the regional committees in areas such as advertising (in the regional newsletters and the Club's magazine), finance (in the event that out-of-pocket expenses were incurred), and planning advice (if requested). By advertising these kinds of events more widely, all Club members would have the opportunity to participate. This was the approach taken for ESCAPE TO NORTHLAND and it proved highly successful. Already a second such event is in the planning.

On the last night that we were all together – at the Kamo Club – I spent a few minutes going over forthcoming events. There is no doubt

that one of the highlights on the Northern Calendar will be the **Labour Day Weekender in Te Awamutu** that is being developed by Colin Boyles and Allison Thomson, of Te Awamutu. Local knowledge makes for a far better event than distance planning, so this event should offer a lot of fun and enjoyment. We have many members in the Waikato and Bay of Plenty and we hope this will appeal to them as well as to those of us living just a wee bit further away.

I encourage all of our members, particularly those in areas like Whangarei, the Waikato and Bay of Plenty, Napier – Hastings, Taranaki – Wanganui, and Otago – Southland, to develop events targeted at members living close by. Even one or two sitting around the lunch table makes for a wonderful time.

I wish you all Happy and safe motoring.

Rod Newport.

## Central Region

### **Matu / Soames Island Day Trip 27 May**

This event was a great success attended by members and family numbering 18 souls. The Eastbourne ferry was a novel means of travel for those of us who had not used it before and after leaving Queens Wharf at 10.am we duly arrived at the island at about 10.20 am.

The weather was perfect and we found that the island deserved much more than the two hours we had allocated to see all the sights. The island is administered by the conservation department and there are strict rules and procedures in place to prevent rats and other vermin from entering the island. There is an impressive light house and a cluster of buildings which show the former use of the island as a prison for people deemed enemy aliens and as a quarantine station. There are also the remains of gun emplacements but unfortunately there was not time to climb up and examine them: Maybe next time.

The ferry picked us up again at 12.20 pm and took us to Days Bay where we had a very pleasant lunch at "Chocolate Days" Café. A big thank you goes out to the staff at the Café who accommodated all of us without a hitch.

### **Solstice Dinner at Rushes 23 June**

Eagerly anticipating the onset of spring, but instead succumbing to the impending bleakness of winter, eleven members met to celebrate the winter solstice with dinner at Rushes, at Pauatahanui. Our ranks had been diminished by ill-health, hopefully only temporary, but nevertheless, the company of like-minded souls is always preferable to spending the evening on the internet or in front of the television. In particular we were pleased to see Merv Warner and Lottie Egarr from New Plymouth. They are an example to all of us with their enthusiasm for driving to our meetings.

## Southern Region

### THE NOW TRADITIONAL MID-WINTER DINNER AT THE HERMITAGE

Readers who remember the report on the Southern Region's first mid-winter dinner to be held at Mt Cook, which appeared in 06-4 may wonder how this experience could be repeated.

Last year's early and heavy snow to sea level has not been repeated so far, so although the weather has been cold and unpleasant, we could surely not expect to see the phenomenon of hoar frost this year. It was a cool and grey day on the Canterbury Plains, but after we crossed Burkes Pass on Saturday 21 July and entered the McKenzie Country to bright sunshine we saw snow, and in plenty. Hoar frost clung to trees, power lines, and fences, so that wire mesh was almost closed by the ice.



*Glynn Williams's photograph of the activity which has just succeeded in starting the Radford B131MB*

Ten cars; seven Bentleys ranging from Bruce McIlroy's "MX Series" overdrive to Donald Wright's Brooklands; and three Rolls-Royces of Cloud II, Silver Shadow 1 and Silver Spirit made the trip, coming from Rotherham, Sheffield, Christchurch and Dunedin, while we were joined by friends who had travelled from Auckland for the event. That made about 25 people, including six perfectly behaved children, who took advantage of the excellent rate negotiated on our behalf by Bruce McIlroy.

We had lunch at Lake Tekapo after visiting the Church of the Good Shepherd, where the temperature was reported to be 2C. Careful placement of feet and weight is wise, as not much thawing takes place during the day, and this was even more important when we had a pre-dinner walk towards Kea Point from The Hermitage. A heavy snow fall from two weeks previously, followed by bright weather and frosts, meant that the snow had frozen into quite fascinating

## Southern Region (Cont from Page 11)

crystalline forms which one could study if ever tired of looking at the mountains. Yeah, right. There was not a cloud to be seen, and we really did know how fortunate we were. We scuttled back to the comfort of The Hermitage before we were caught by darkness, and had time for a shower and to change before our dinner at 6:30.

The Hermitage had arranged a set menu for us, with a choice of two dishes for most courses. The entrée choice of "Classic Shrimp Cocktail" was just that, and the alternative "Glazed Chicken Tenderloin" rewarded those

Cloudy Bay Sauvignon Blanc was chosen. Just to round off the evening, at about this time the weather produced some gentle snow flakes to enthrall those new to the experience.

We were accommodated in the Aoraki Wing, which rises some fourteen levels above the entry area. Its design with its dark green paint scheme and the immensity of the surrounding area mean that the hotel is unobtrusive. It took some time to adjust the heating in the rooms, which meant that in many cases we cooked overnight, but that meant that we were ready for the view of Aoraki Mt Cook as the first sun struck it.



*Michael Midgley looks happy to have thawed the boot lock on his S3. Glynn Williams's photograph*

who looked longingly enough at partners' choices. Who could resist "Roasted Lamb Rump" over "Turkey with All the Trimmings", or "Hot Plum Duff" over "Chocolate Pots"? The wine list had excellent alternatives, and since there was not much price differential, a

The buffet breakfast at The Hermitage has to be one of our national treasures. One can play at having a continental breakfast, then return for a German breakfast, then one with eggs, bacon, and hash browns, and then why not pancakes too?

Suitably fortified, we ventured to see how the cars had fared overnight. The Harold Radford Mark VI driven by Bob and Denise Scott was not keen to start, the radio having drained the battery overnight, but responded well to the jumper leads provided by Michael Midgley, once Michael had been able to thaw his boot lock. Apart from that, no spanner had to be laid upon a car during the weekend.

A group of Cessna pilots had a “fly-in” the same weekend, and their venturesome mid-winter foray made ours seem very tame. One of the Cessna group was kind enough to take a photograph of our group, and he turned out to be Ken McDonald. Ken inherited his late

father Bill's Freestone & Webb R-Type Bentley, which he keeps exercised despite a busy present life, and we look forward to welcoming them at a future event..

The Sunday weather was glorious, and most of us made a detour to climb Mt John (with the help of our cars!) where the observatory is now supplemented by a café. The menu was limited, but the generously cut ham sandwiches and the carrot cake went very well with excellent coffee.

Why not join us for next year's event?



*The Hermitage, 22 July. An R-Type owner who just happened to be passing took the photograph for us.*

## Meeting of the Six Pot Group

The Northern Six-Pot Group is for those members interested in the Pre-Shadow/T-Series cars and was formed earlier this year following discussions of interested owners. It is an informal group who enjoy driving, maintaining or wanting to purchase a pre-1966 PMC (Proper Motor Car) and has been endorsed by the National Executive.

For get-together no. 3 we were invited to the magnificent home of Richard & Lois in Coatesville for a technical discussion and pot-luck lunch. They have now completed restoration of their villa including building an English designed conservatory off the kitchen. It was great to see such a good turnout including a few new members to the group. It was a fairly cold day but sunny so the room was put to very good use. We started with a few wines and a late morning tea before leaving the ladies with the technical among us disappearing to the garages where John Stewart and George Urquhart took the reigns on Richard and Lois's 20/25 and Ed Pollard's 20/25.

With the Hadfields' 20/25 spark plugs loosened (for easier handling when hot) and engine fast idling towards operating temperature, attention was focussed on the 1950's condenser capacity and resistance tester being used to check the serviceability of the condenser from Dick Neill's Silver Wraith. With a reading of almost zero leakage and 500 volts DC applied and series resistance of less than .5 Ohm and a capacity of .22Mfd this unit was given a clean bill of health.

A compression test on the Hadfields' 20/25 showed only 1 PSI variation between cylinders of the Sedancalette. A good result....yes but.....the gauge read 100-101 PSI. A consensus of opinion suggested 110-115 PSI could have been expected. George's gauge must be misleading suggested one of the team. "We will try mine", commented John, as he charged up the drive to get his compression gauge from his Silver Dawn's

boot. This tester showed a consistent 90-91 PSI.

Ed Pollard's 20/25 Drop-head Coupé was then warmed up and a constant 112 PSI was experienced with gauge no. one and 102 PSI from gauge no. two. With many puzzled faces and furrowed brows it was suggested that it was a good time to break for lunch. There was a very varied selection of mains and deserts that everyone had bought and also a good selection of wines. Before everyone got settled in for the afternoon it was time to return to the stables for part 2.

With the mystery of Richard's even but seemingly low compression unsolved attention turned to the exhaust gas analyser. This was attached and John adjusted the carburettor mixture to obtain a good ratio of air to fuel; first at idle and then at high speed.

Concurrently further condenser testing was carried out on units brought along by Kit Maxwell. Only one of the three was discarded as unserviceable.

A check of Ed's 20/25 distributor for an uneven beat just above idle with a cam angle meter showed 29 degrees of dwell. This indicated a wide points gap and altering the contacts to 19 thousands of an inch, changed the dwell to 34 degrees. The Automatic Advance & Retard mechanism was also deemed satisfactory with a check by Electronic Timing Light. We did not have time to access the Flywheel Timing Marks to observe the accuracy of the initial timing and range, but rather marked, with Twink, the Timing Case and Crankshaft Pulley at the No.1 sparking point and visually followed the pulley dot moving toward us as the RPM increased.

### Footnote

A subsequent discussion held between members and associates regarding Richard Hadfield's 20/25 compressions found favour with an interpretation indicating incorrect valve timing.

With the technical part out the way we had afternoon tea and then a viewing of Richard's other project, a full body-off restoration of a red Triumph Spitfire! What a wonderful job he is doing and it should be finished by the time summer comes around.

Thanks to Richard & Lois for the use of their home and having a pot-luck food is a formula that works very well.

*Philip Eilenberg*

*Left to right: David Porter, David Merryweather (back), Kit Maxwell, John Stewart, George Urquhart and Ed Pollard with Richard & Lois Hatfield's 20/25*



*John Stewart checking Ed Pollard's 20/25 compression*

**Our Web Site is [www.nzrrbc.co.nz](http://www.nzrrbc.co.nz)  
Tell your friends about it.**



*Bruce McIlroy fell in love with this car, B49MX, at the age of 18. One of 7 or 8 Jack Barclay pillarless saloons*



ns by Park Ward, this was its first run to Mt Cook in Bruce's ownership, and he smiled all weekend. Edfoto

# Obituary

## The Honourable Anthony Arthur Travers Ellis

Tony Ellis died unexpectedly but peacefully at home on 28 July. He had been nominally retired from the High Court for four years, but those years had been fully active in chairing the Parole Board, presiding over the Electoral Commission, and being a judge of the Fijian and Samoan Courts of Appeal. He had very recently been in Fiji at a difficult time in the official relationship between our two countries.

As husband, father, brother, friend, colleague, and mentor to so many his death leaves a gap which cannot be filled. At the funeral, in a full Old St Paul's Church in Wellington, his elder daughter Rebecca spoke of her anger at his premature death. Many would share that feeling of indignation at having been robbed of his formidable intellect and presence.

Tony's father was an engineer and patent attorney, while his mother was an artist who sculpted fine heads of Vicky's and Tony's children when they were young. His parents bequeathed a love of fine engineering, law, and art, to which Tony added a multitude of interests as he built his life. An early skill in athletics was thwarted after an accident which left him an undiagnosed dislocated hip and many months of immobility followed by a great deal of pain and discomfort throughout his life. He switched to the sport of fencing, and won several university "blues". He appeared to have no regrets, and in a telling comment recounted by his brother Jonty at the funeral service, Tony said that if his life had developed differently by not having had the accident, he might not have liked himself as much.

Tony earned a scholarship while at Wellington College, and attended Victoria University of Wellington, where he studied Arts as well as Law, and this breadth of



*Tony and Adam Ellis, about 1971. Tony built this collection of Riley 9 bits into a very creditable copy of a Riley Brooklands, using a new chassis of the correct shape made in steel by a Wellington boat-builder .  
(photograph from the Ellis family)*

knowledge was of benefit throughout his career and life.

Vicky was very young when Tony proposed to her, and their relationship was an example and inspiration to us all. They had three children; Rebecca, who has become a lawyer; Belinda, a graphic designer; and Adam, an industrial designer. Tony was justifiably proud of his and Vicky's children, and the two grandchildren so far born.

While still at university, Tony bought an RM Riley, and this was the first in an eclectic list of cars which included Aston-Martin DB4, Austin 7, Bentley Mark VI, Bugatti Type 38, De Dion, Ferrari 330GTC, several Rileys, and many Citroens. A Rolls-Royce Phantom chassis which had sat underneath a hearse body occupied a car-port until it was passed on to eventually emerge as a tourer.

Unlike many car enthusiasts, Tony never destroyed a car in order to create his

vision. To give some idea of his standards, the Bugatti was acquired in a form that could occupy the space underneath a billiard table, and it sat for many years before its eventual metamorphosis as a stylish coupé. He was always regarded as a provider of a good home for bits, and at one stage acceded to Vicky's wishes to sort out the contents of the basement and dispose of surplus treasure. As the day closed, Tony and his wheelbarrow could be observed very quietly putting everything back in the basement. He was generous to a fault, literally giving away engines and other parts to good homes, in one case the wrong, reconditioned engine, leaving the worn example for himself.

Tony's father owned GTM28, a 1928 20 h.p. which had been a tourer by Melhuish until it was re-bodied as a beautiful James Young drop-head coupé in 1934 to the design of C.W.P. Hampton, later a noted Bugatti expert. Tony gradually assumed responsibility for the 20 h.p., and inherited it when his father died. It featured on the cover of the April 1987 issue of this magazine.

A love of New Zealand's natural riches led him to become president of the Royal Forest and Bird Protection Society (known by him as "Twigs and Tweeters") from 1976 to 1984. A man of the highest moral principles, he made a logical transition from being a member of the law firm of Martin, Evans-Scott and Hurley, to practising in his own name, then becoming a Queen's Counsellor, and in 1985 being appointed as a High Court judge. He seemed to be appointed to the most difficult cases, but colleagues have spoken admiringly of his grasp of complex issues, his prodigious reading, and his ability to relieve the most stressful moment with his wit and wisdom.

And then there were the projects. The house at Box Hill in Khandallah had been designed by an architect with several notable churches to his credit, and maintaining and developing this home, with a suitably sized garage, would have

absorbed an ordinary mortal. Not Tony, for he built a beach house overlooking the mouth of the Waikanae River, where he and Vicky could observe the bird life that abounded there. One night he and Vicky had dinner with friends at a Wellington property with a wonderful view. This started Tony investigating pockets of land that had not been utilised for reasons of access, and by buying unusable bits from neighbours to add to the prospective site a practicable project appeared. There was enough flat land to build a "proper" motor house, and the rest of the section spilled down the hill in that uniquely Wellington way beloved of real estate agents' "could be made drive-on" jargon. An architect came up with a design which, in Tony's words, "was supposed to be clever and cheap, but ended up being clever and expensive", but the view encompassed both the Tasman Sea and the Pacific Ocean, and this house became their Wellington home. Further north, at Manakau, he and Vicky bought an old farmhouse on ten acres, which they transformed into gardens and trees for their other home, and there he died.

His commitments kept he and Vicky apart for too much of the time, and his life when he sat as a circuit judge around the North Island must have been lonely, but friends could be surprised and delighted by telephone calls. As a lawyer the Chatham Islands were part of his bailiwick, and he enjoyed his time there. He and Vicky often travelled abroad, and to the South Island, where he enjoyed not being recognised, and organised expeditions to the least accessible bits of Fiordland.

Thank you Tony for the ways you have enriched so many lives. We will always remember you.

# Chairman's Report

## BEHIND THE SCENES

There has been a great deal of positive activity going on, much of which has not been reported widely. Earlier this year I attended a meeting in Auckland of British Car Club Presidents and Chairmen. About 26 Clubs were represented and the aim was to determine what, if anything, could be done to promote the British Car Collecting Hobby in the Northern Region following the demise of the ALL BRITISH CAR DAY and the CAR DISPLAY at the Bruce Mason centre in Takapuna. Four concepts were proposed. The second and third – being in Ponsonby and Takapuna gained little support. The first was the discussion of an event already into its third year: CONCORSO EURO and the WAIUKU HERITAGE FESTIVAL on November 24 and 25 2007. Organised by Roger Philips of LOTUS CARS NZ LTD, the British car clubs are being offered 200 places along Queen Street, Waiuku, in which to display their cars. Supporting this event seemed natural and my proposal began with that premise.

What I proposed and which was unanimously accepted, was to display our cars at Vellenoweth Green, St Heliers, in the late Summer of 2008. No dates have been established as yet. However, everyone saw the merits of that location which included reduced advertising requirements, a steady stream of passing cars already on Tamaki Drive, the Hauraki Gulf and Rangitoto as a backdrop, excellent restaurants and of course nearby toilets. Going into the meeting I already had a sponsor to cover the ground rental – although verbal only at this stage!

The meeting formed a committee to organise this event consisting of myself, the Chairmen of the Daimler and Sunbeam Clubs and Roger from Lotus. As more is known more will be forthcoming....but it is an exciting prospect.

I have also attended the AGM of the Ellerslie Classic Car show and Concours.

This provided useful insight and contacts. In addition I attended a meeting of the planners of Concorso Euro and the Waiuku Heritage Festival and can say with certainty that this will be an event worth attending.

Closer to our own Club: I am proud of the role the Northern Region Committee has been playing. We are steadily gaining new members through BENTLEY AUCKLAND. These are people who are the purchasers of new or used Bentleys and used Rolls-Royces. Their first year is a gift from Bentley Auckland and we have seen several turn up to our events, and I am sure they have had a great time.

Last weekend 15 club cars (along with three other cars) and 38 people attended the ESCAPE TO NORTHLAND WEEKEND centred in and around Whangarei. This was developed by members in Whangarei with support and encouragement (mostly being the latter) from the Northern Committee and stems from the concept I developed earlier this year which proposed encouraging local members far removed from the three main centres of Auckland, Wellington and Christchurch to develop their own events. Anyone of us can attend of course and this is what happened. The turnout was probably double the expectation. And as a result we are gaining a new member!

Another such event is planned for Labour Weekend and will be centred in Te Awamutu. It promises to be well worth attending. Similar event planning is beginning to take route in the Southern Region and as a result I feel the future for this Club is very exciting indeed.

The committee writing the proposed constitution is working through what are hopefully the final revisions. What I have seen I believe will be very positive indeed but ultimately it is over to the membership to accept or refuse. Once completed, it will be presented, first to the rest of the National Executive, and, pending any revisions, to you all.

Ralph, our Membership Registrar is also nearing the point of comfort regarding the data he inherited. I expect to see a membership address and car publication before too much longer. But as you can appreciate things tend to take longer when your day is fully occupied with the task of earning a living as well.

I would conclude this with a comment regarding the magazine. I am proud of this publication, more so because it comes with

absolutely no editorial interference from either myself or from the rest of the National Executive. Tom is doing a wonderful job and is presenting material and situations openly and honestly. We are lucky to have him.

Best regards,  
Rod



## ***Sunday Run to Morrinsville***

This trip is another in the series being run by the Northern Region to include members in our outlying areas. Inevitably, cities like

Auckland, Wellington and Christchurch tend, by population numbers alone, to become the centre of activities of many clubs leaving

## Sunday Run (Cont from Page 21)

those members in more distant locations feeling somewhat isolated. What better than our motoring club to reverse this state of affairs.

Thus it was that a small group of us braved a bad weather forecast to drive to Morrinsville with a raid on Dick Marshall's garage. The forecast was bad but the weather was better than expected whereas the previous weekend when the event was originally scheduled, the forecast was bad but the weather absolutely shocking. Good call by the organisers to postpone the event for a week. The consequence, of course, was that many who had marked their diary for the original date were unable to join us for the re-scheduled date.

Arriving at Dick's place we were immediately shown to his garage which housed a Mark VI Bentley just back from the paint shop and very nice it looked too. In fact it looked so good that it was obvious that Dick now has a lot of work to do in the engine room to match the standard.

We had all brought a contribution for morning tea which was assembled and presented by Marianne in the main house. After re-filling our fuel tanks, we ventured a little farther down the track to Dick's shed. And what a shed!! A real bloke's shed!!

Dick has about ten (I didn't take an exact count) cars and there is room to double that figure, especially as some examples could recently have seen service in the U.S. Navy as aircraft carriers. These larger examples were offset by a split screen Morris Minor and a Nash Metropolitan. The contrast in sizes was very marked. I personally liked the enormous Cadillac. I think that is about as big as production cars ever got. It certainly wouldn't fit into the pay and display spaces in Parnell. Gorgeous!!

Lunchtime approached, so we said our thanks and good byes and continued to Te Aroha for a bite to eat. Lois and I had fish and chips in a very ordinary café while most of the group found a much nicer location so we joined them for a coffee. After we had finished, we found a super café, much better than the others, which we should have used in the first place. It's like the old tradesman's adage "Measure twice and cut once". When you have had your lunch, that's it, you can't start again can you?

All in all a very successful day and I am looking forward to the next similar function. Thanks Phillip for organising the day.

P.S. I want a shed like that!

Richard Hadfield



*Some images from the Peking to Paris event to whet your appetite as we prepare a full account.*

## Your Next Bentley? Part 2 by Scott Thomson

Remember the game? The current Flying Spur, the Arnage R, and the Azure.

You chose just one as your next Bentley.

### PACKAGE

The Flying Spur is undoubtedly the most modern package – the sort of car that superb design, loads of money and a clean sheet of paper can occasionally produce.

If I lived in Europe, did a lot driving – particularly in Germany where there are no motorway limits – this would be my car. And replaced every two or three years.

As a long term proposition I have two reservations. The Flying Spur is a new design, and even good designs should get better with development. It is also a commendable step towards a more affordable Bentley. I'll want to know that this car doesn't come at a cost in build quality, and bills I would have to foot as a long-term owner.

The other reservation is the performance. Where will I use those last 100km/h? In fact, where would I use the middle 100 km/h? I remember a conversation with the late Dr Roger Freeth. That very intelligent man with a zest for action had just hired an Indianapolis racing car and broken the NZ land speed record. Roger was full of the scary side of the project. Just to keep the car straight he had to put on half a turn of lock – 'enough to take it round the hairpin at Pukekohe.'

Dr Freeth was travelling at 10 or 20 km/h less than the Spur's maximum. Shortly after this, Wellington Street Race winner Owen Evans, almost lost his life when his Porsche went out of control attempting to raise Freeth's mark. Legal limits apart, do you have Freeth/Evans skill and experience levels? I do not.

### PEDIGREE

The Flying Spur shows what money can build. The Arnage reminds us that for more than a generation Crewe got along making the best car they could on very little. Financial challenge can wonderfully concentrate the mind. The Arnage Red Labels are cars

that embody much that was best in the marque. This car is a product of careful development.

The Arnage was the least spectacular of the three cars. The styling is understated though it's certainly no hardship to have one around. Performance doesn't stand out from its rivals. It lacks the glued to the road feel of the total traction Spur, or probably of the rival Mercedes S 600 or BMW's 760Li. Both are governed to much the same top speed. The Arnage is within a decimal point of the two German makes on acceleration and if you like your torque in magnums, Arnage is your car.

Arnage is also a custom car that can come in a lot of options. It looks to hold more luggage than the other two Bentleys tested and is roomier inside.

### PRIDE

The glorious Azure is the standout of this pride of lions.

But why would you want it?

Recent Bentley and rival Rolls-Royce publicity featured the long 'tradition' of the Bentley (and Rolls-Royce) convertible. That is homage to a myth.

From childhood have I been besotted with the glamour of the near racer open sporting car. Open vintage Bentleys raced at Le Mans, but Speed Eight drivers wear BellStar and Nomex, not flying helmets, leather jackets and silk scarves. Even in the vintage years, the big open Bentley was definitely in the minority. More than 70% of the big six cylinder WO cars were closed - and a similar proportion of Continental Phantom IIs. People bought "convertibles" because they made a more stylish statement, with some sun and scenery thrown in.

What statement you want to make is up to you. The Azure makes a big one. It will draw the looks, but is valet parking the price? Would you really leave it for a few hours to explore a mountain walk or a romantic bit of beach? Does slapping on the sunscreen

## *Your Next Bentley? Part 2 (Cont from Page 23)*

really go with Azure style? As a driver's fun car, it has the limitation that there are simple two-seaters that do the hairpin-and-wiggle act better – and leave a substantial sum over for other indulgence.

As a club member, I take it you will be buying your next Bentley for pleasure. If you enjoy old fashioned touring as much as we do, the Azure could be your car. New Zealand's still uncluttered by-roads offer plenty of scope and the Azure will make you smile every time you look at it.

All these cars, however, need to be faithfully maintained and frequently driven. A static Azure in a 'collection' is a sad thought.

Most of my cars have male personalities. Azure is distinctly feminine. She expects attention. She cries out for appreciation. She could take over your life.

**WHICH CAR?**

Remember the old slogan – 'take a Bentley into partnership? People with partners may be interested that Barbara and I had several long and quite heated discussions over these three Bentleys. My love is given to older cars and we have no immediate plans for change. Independently, and theoretical, we both chose the Arnage.



## World Speed Record on Ice for Bentley Continental GT



*We think that Bentleys have borrowed Anthony Dacre's registration plate.*

### Bentley's Speed king? Bentley Continental GT

Bentley's latest model sheds weight and adds performance

The Bentley Continental GT is gaining speed! The British brand has beefed up its coupé range by adding a new performance flagship. With 600bhp, the Speed develops 48bhp more than the normal GT, and is Bentley's most powerful production car ever. It covers 0-60mph in only 4.3 seconds and goes on to reach a top speed of 202mph. To cope with the extra performance, the Speed has up-rated suspension and a revised ESP stability system. Wider 20-inch alloy wheels wear bespoke tyres, while buyers can specify carbon ceramic brakes. The new model comes as the Continental GT range gets a mild revamp. Changes include a more upright grille and revised lower air intakes, although the Speed features dark-tinted mesh. Larger tailpipes and Bentley Mulliner Driving Specification are standard on the Speed, along with a new multifunction steering wheel. The Continental GT Speed is the most powerful production Bentley ever and the first to top 200mph (322km/h). A potent addition to the company's highly successful Continental series, the GT Speed extends the appeal of the Continental GT coupe to driving enthusiasts who place a high value on outright performance and agile handling.



### **WORLD'S OLDEST SURVIVING ROLLS-ROYCE TO BE AUCTIONED**

For immediate release. 6 August 2007 - San Francisco - Bonhams is pleased to announce the consignment of the oldest existing Rolls-Royce in the world, a 10-horse-power, two-seater built in 1904 - the very year Rolls-Royce Motor Cars was founded.

Synonymous with luxury travel, Rolls-Royce is a brand name recognized the world over as the gold standard of automobiles. As the oldest surviving model of this fabled marque, this 103-year-old car - serial number 20154 - is, therefore, a true motoring icon and a priceless object of automotive history. "Number 20154" was first exhibited at the Paris Salon in late 1904 and then displayed at London's Olympia Show in early 1905. Having had just three owners in the last hundred years, the car was restored by the penultimate owner in the 1950s and has been carefully cherished by the present owner for the last thirty years. This is the first time this car has ever been offered on the open market in the last century and strong

interest is anticipated from major collectors worldwide. Bids in excess of \$2 million are expected. Appropriately, the car will be offered for sale in its home country of

England in December, but will be on display at Bonhams' auction at Quail Lodge in Carmel this month. The 10th annual Bonhams & Butterfields Auction of Important Collectors' Motorcars will take place at Quail Lodge in Carmel Valley, California on Friday, August 17th during the world-renown Pebble Beach Car Week. Buyers interested in previewing the Rolls-Royce and registering to bid for any of the historic cars being offered may call the Client Services Department at 415-861-7500. Illustrated catalogues may be viewed online and purchased at [www.Bonhams.com/Quail](http://www.Bonhams.com/Quail), or by calling 800-223-2854. For press inquiries and photos, please contact [press@dravcarn.com](mailto:press@dravcarn.com) or 415-272-3559.

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Sheepskin covers for front seats, Used but very serviceable. Cream-gold colour. \$325 the pair.

Headlamp units for Silver Cloud 1 used but very serviceable. These are the original 7" diameter units with the central bar and RR badge. \$850 the pair.

*All these prices include gst and freight within NZ. Cheque with order or direct bank credit. Goods will be dispatched when cheque has cleared.*

*All these items are offered subject to being unsold. Photographs of these items can be seen on our website [www.royscars.co.nz](http://www.royscars.co.nz)*

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## Classified Advertisements

**WANTED TO PURCHASE: Bentley R-Type, Mark VI, Derby, or similar Rolls-Royce.** Please phone (09) 376 0655 or 021 722 009. Graham Gould (New Member)

**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

**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 Basseby. 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.

**FOR SALE: 1960 Rolls-Royce Silver Cloud 2,** first registered in New Zealand new. One owner for last 30 years. \$45,000. Merv Warner (06) 751 2414

**FOR SALE: 1934 Rolls-Royce 20/25 Coachwork by H.J. Mulliner.** Sunroof, divider window. Recent restoration, new engine, tyres, wheels, brakes. Custom Alpine stereo and trunk. Complete history and library. \$130,000 o.b.o. Call evenings after 6 or weekends 021 1703730. See photograph opposite.

**WANTED TO PURCHASE:** back issues of NZ, Australia, UK and USA RR&BC magazines. Phone Philip Eilenberg (Auckland) home: 374-5901, 021-928-041 or e-mail [peilenberg@gfg-group.com](mailto:peilenberg@gfg-group.com)

**WANTED:** Right hand front door complete with hinges, suitable for 1987 Silver Spur. L/hand Boot Lamp. Contact Anthony Dacre (03) 351 9261

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# From Peking to Paris and back to New Zealand

**They went, they drove, they toured, they conquered – and had a great time to boot!**

Recently Neville Jordan and Bruce McIlroy raced in the Peking to Paris Rally 2007. This year marked the 100th anniversary of the event and Neville and Bruce did New Zealand, and Rolls-Royce, proud by coming second in the Pioneering Class.

This class was for motor vehicles of pre 1920 design, and tested both automobile and driver throughout the 13,000km long rally.

Commencing from Beijing, 134 cars toured to the Great Wall of China, the Gobi desert, the vast plains of Asian Steppes, Russia and then Europe taking in Estonia, Latvia, Lithuania, Poland

and Germany. Taking second place into central Paris was the highlight of an exhausting but exhilarating journey for the 1922 Rolls-Royce Ghost Tourer and its kiwi driving team.

The car was originally imported by Christchurch businessman, Robert McDougall. During the 1950's the Ghost was sojourned for a time as a high-class taxi in Arthur's Pass, eventually coming to rest in Otira.

Wellington-based businessman Neville Jordan purchased the Rolls six years ago, and Mr. Jordan and car completed the 6,437km "coast to coast" across America back in 2004.

Bruce McIlroy said the car performed extremely well throughout the Peking-Paris rally, as might be expected from an automobile of this design and quality.

Extensive work was done to the Rolls in preparation for the race, including an additional fuel tank, under car protection, sand ladders placed under the running boards, air cleaners, GPS, rally computer, compass, stone guards and under-wing rubber liners, large fuel filter and water separator. An extra leaf fitted to the rear suspension made for a smoother ride. A comprehensive range of spare parts was also carried.

Now that the rally has been completed, these additional items have been removed and the car is now back to its original specification.

The 1922 Rolls-Royce Ghost Tourer, a hauntingly magnificent automobile that will continue to travel roads around the world, thanks to the passion and expertise of men like Neville Jordan and Bruce McIlroy.

1907 2007  
**PEKING TO PARIS**



Neville Jordan (left), Bruce McIlroy and the Rolls-Royce Ghost Tourer, which together achieved a well-deserved second place in their class at the 2007 Peking to Paris motor race. Inset: Neville Jordan navigating the Rolls-Royce through the Gobi Desert on route to Ulaan Baatar.

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