

New Zealand Rolls-Royce & Bentley Club Inc

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Front cover:

John King's photograph of BC61C at Greenhill. See also centre pages, with Jim Sawers driving with Glynn Williams on Te Mata Peak.

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MEMBERSHIP of the New Zealand Rolls-Royce & Bentley Club, Inc is open to those of any age, including their spouses, partners and families, 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 (annual)
	Family membership:	\$ 5.00 (annual)

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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 33 to 36

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 RNRR&BC Inc.

Club Calendar 2007-6

Northern Region

Sunday 20 January - Annual Picnic at Shakespear Regional Park Site 1

Sunday 3 February - Galaxy of Cars at MOTAT, Western Springs

Sunday 10 February - Ellerslie Concours. Ellerslie Racecourse, Greenlane

Sunday 9 March, - Waikato Wings & Wheels Display, Hamilton Airport – members can also display on the Saturday, 2 free tickets per car.

Sunday 13 April - National AGM Weekend, Taranaki, organised by Merv Warner and Colin Trowbridge

Saturday 19 April - NZ Motorshow Display 10 am - 8pm, Claudelands Event Centre, Brooklyn Road, Hamilton

Central Region

Sunday 16th March 2008 3rd Charity Classic Motor Show to be held at the Wanganui City College Grounds from 10am to 3pm.

Sunday April 13th 2008 National AGM at a venue in Taranaki to be decided, combined with the annual North/Central get-together. This is being organised by Merv Warner and Colin Trowbridge and promises to be an outstanding event. More details to follow.

2009 National Rally Following the very successful Rally organised by Northern Region in March this year the Central Region has agreed to organising the 2009 National rally. We will be looking for places of interest and destinations that YOU as members would like to both enjoy and share with other national members, any suggestions are welcome. Please contact any committee member to assist.

Southern Region

Sunday 20 January 2008 North Canterbury Picnic Run to Rotherham, using a choice of sealed or unsealed roads leading to Michael Midgley's property near Rotherham. Further details are available from the.king@xtra.co.nz Telephone (03) 3398 309

The Bentley Drivers' Club is holding an International Rally for "W.O." Vintage Bentleys. We have been invited to view the participating cars at Bruce McIlroy Ltd on: **Sunday 24 February 2008 in the afternoon.**

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 2007 hurtles to its close, it is a good time to concentrate upon the good things that have happened during the year, as we contemplate the challenges of the year ahead.

As your editor, I would like to say a very sincere Thank You to you all – readers, contributors, supporters, advertisers, friends and colleagues, for the help I have enjoyed during the year. It has been fun, and as we try to keep up with technology we hope for continued improvements in the quality of our magazine.

Most of us belong to several clubs, and reading their publications can be a pastime as time-consuming as it is enjoyable. When we have magazines loaned to us, some boggling of the mind can easily occur, and this has happened when your editor was loaned recent copies of *News and Record*, the publication of the 20 Ghost Club, and *The Silver Ghost Tourer*, the quarterly publication of The Silver Ghost Association, Inc. They are truly beautiful magazines, of the highest quality, celebrating the centenary of the Silver Ghost and the Scottish Tour which commemorated that milestone earlier this year.

One of our respected members has suggested a loose amalgamation of like-minded enthusiasts, with one magazine to serve all our local motoring interests. This was brought to mind particularly during the last weekend in November, when the Bentley Drivers' Club organised their weekend run to Nelson. The Bentley Drivers' Club was founded in Britain in 1936, and while several of our Club members belong to it, the loose data base maintained by the BDC's stalwarts here enables them to invite Bentley owners on a few events each year. Since we are so far away from Britain and the other benefits of BDC membership, we greatly appreciate the local members' generosity, and we are keen to make sure that they are invited to our events.

Ron Hasell organised the Bentley run to Nelson. He has been a Bentley Drivers' Club member for many years, first with his early 3-litre TT Replica, then a Mark VI, and currently his T1. It is not generally known that Ron is the person to whom we owe the original organisation of the insurance scheme which has helped to make driving our cars viable. Until the scheme, carried on by successive incarnations of the Sun Alliance Group, one had to be very well connected to be able to interest any insurance company to cover any car old and/or interesting enough to con

cern us. Presumably the scheme has been profitable for the company, and it is certainly comforting to know that we are fully covered at reasonable cost for an agreed value, without any restrictions on our mileage.

The Bentley Run was blessed by perfect weather. Several members of our Club participated. Lois and Richard Hadfield brought their Mulsanne Turbo from Auckland, combining the Bentley event with some touring and visiting of friends now living in Nelson. Glynn Williams flew south to travel from Christchurch for the event. Eileen and Malcolm McMillan brought their well known "big bore, small boot" Mark VI from Hawea to join two T1s and a 4½/3-litre starting from Christchurch, where they were joined by another T1, Michael Midgley's S3, and Philomena and Bruce McIlroy in their glorious B49MX Jack Barclay Pillarless Saloon near Hanmer. A very beautiful Azure convertible joined us at Nelson, as did two more 3-litres. One of these was new to your reporter, being of a wheelbase that looked even shorter than its stated 9 feet and "100 mph" provenance. It carried a two-seater body with an abbreviated tail and a substantial trunk mounted above it.

The lack of a temperature gauge in the later T1s proved frustrating in the hot weather and somewhat challenging terrain to be crossed, and a bright orange light conveying a "coolant" problem came on quite frequently. The water bottles remaining from the First Light Rally went into the system, and the car was left to cool its heels on Sunday as we went to Takaka in a car with a proper temperature gauge. SBH10035 had a cooling problem of its own, which resulted in its being taken under the umbrella of AAPlus straight to Ashburton for treatment. Bruce McIlroy reassured us that the "coolant" indicator, which reads from the very top of the header tank, is much better than one situated lower down, to be called "the all over" light. Bruce diagnosed the problem in SBH10636 as an incorrectly contoured radiator cap, which did not let the steam valve circuit operate correctly, and when SBH10035's cap was borrowed the system operated faultlessly.

Are Some Six Potters Potty?

Those who ride in the comfort of a not too ancient P.M.C. appreciate refinements of excellence, as do the Six Potters.

I would suggest though that the paths to bliss are different.

Those of the V8 era and beyond enjoy the smooth quiet motion akin to gliding over calm water in a large sail boat on an almost breathless day. They are encapsulated in an aura of harmony with superb design and craftsmanship.

The driver is not fatigued and the passengers can absorb the landscape and features of interest until the destination is reached.

All are not in the least stressed and are receptive to whatever is programmed.

For the occupants of the Vintages however, and particularly the owner-driver, the journey is the main feature. This is the test that confirms the success or otherwise of the maintenance and /or restoration of tired components.

Many hours of research and discussion have probably taken place, not to mention the tracking down and securing a replacement for the suspect part that should restore performance.

Because the skilled entourage of technical and practical personnel that designed, produced and serviced these fine examples of superb horseless carriages have stepped aside to tune harps instead of carburettors and ignitions, we, the custodians of their endeavours have the challenges they bequeathed to us.

Whether one does all the practical work alone, or brings together the resources of people and parts, THE JOURNEY is the test.

With all components and assemblies working as designed, there is still our modern traffic to contend with.

Today's average motorist has no thought, and therefore no consideration for limited braking and acceleration, suspension that does not allow fast cornering, wipers that are primitive ,and no demisting or heating, let alone air conditioning.

The Six Potters revel in overcoming these difficulties and beam with satisfaction as they arrive at journey's end, even though tired, arms aching, and hands with knuckles white from gripping the steering wheel, giving testament to the fact that determination was a pre-requisite to accomplishment.

Crazy? Perhaps --- But happy. George Urquhart

P.S. If you want ten bob each way-- try the 1950s Proper Motor Cars.



Richard Langridge's 1934 20/25 Thrupp & Maberly Sedanca Coupé GAE58. This car was previously owned by Air Chief Marshal Lord Portal, and was pictured as Richard bought it on the back cover of 04-4.



Two of Richard Langridge's Silver Wraiths at the 25 November Six Pot Group Meeting

*See John Stewart's report on the next page
Both photographs on this page are by Philip Eilenberg.*

The Six Pot Group Meeting 25 November

The Six Pot Group pulled off a bit of a coup for our last meeting of the year on Sunday 25 November.

It came about like this; George Urquhart and I had been having a telephone discussion to decide on the format of the last meeting for the year. We made a couple of decisions when by complete co-incidence Philip Eilenberg emailed within half an hour to advise that one Bob Clarke of Wagga Wagga was visiting NZ at the end of November and would appreciate the opportunity to meet with any Club members, particularly those with an interest in 20 HP Rolls-Royces. This triggered an immediate exchange of emails between Philip and Bob which disclosed that Bob is the 20 horsepower Registrar for the Australian RROC. He owns 5 of these cars himself and has located and positively identified 140 of the 160 cars originally imported to Australia. Of the remainder he has determined the fate of about half.

His visit provided an opportunity far to good to miss and in short order Philip was able to arrange for Bob to meet our group and provide an address on the 20HP and its relationship with the 20/25. Again fortune smiled as we were able to have this meeting at the magnificent Meadowbrook Farm property of Richard Langridge near Clevedon in South Auckland. As some will know, Dick has a collection of some 25 odd vintage and post war Rolls and Bentleys with a few other desirables thrown in such as Alvis, Bristol, Lagonda, and even a minuscule, in this company, MG Midget. These vehicles are housed in a purpose built brick, three sided building surrounding a recycled brick paved courtyard.

The centerpiece of the courtyard during our visit was the latest Phantom. At the touch of a button all twenty "Roller" doors rose in precise synchronization to disclose the magnificent collection of cars within. A short walk away lies the recently completed homestead and beneath this magnificent home is garaging for a further seven cars. Present on our visit were, the latest Jaguar XK., Bentley GT., Bentley Turbo R. and about three Rolls-Royces, the models of which I am sorry to say I did not record. Dick refers to these vehicles as his every day cars.

After consuming our picnic lunches and completing the examination of Dick's collection we proceeded with the address by Bob Clarke. I think it would be fair to say that this man knows more about 20 HP cars than anybody, certainly in this part of the world. He is dedicated to originality and accuracy and clearly is able to describe in the most minute detail any feature you wish to name on any chassis. He is able to quote part numbers of various bolts and so on and tell you whether they should be plated or black depending on the use to which they are put.

He talked about wiring details, coil and condenser variations, two wheel brake and four wheel brake chassis and how the front springs were lengthened by two inches on the four wheel brake cars but the wheelbase was kept the same by mounting the front axle forward of centre of the spring. He described in some detail the stand pipe set up on the rear axle which confuses those who remove what looks like the drain plug and finding little or no oil coming out, add a quart and as a consequence flood the rear brakes and

ruin the linings.

In his 50 minute address, Bob provided far more detail than it was possible to record or recall but for those interested in these cars I recommend you look at the www.rroc.org.au web site where you will find entries by Bob under the General on Line Library Section; right at the bottom,

Data Archives.

The day was very much enjoyed in perfect weather by the 20 members who attended and we look forward to more functions of this nature.

John Stewart

The Opening of the New Workshop at Bruce McIlroy Ltd by Stephen Fowler



From left - Peter Mitchell, Bentley Sales Director for Asia Pacific; Neville Jordan; and Bruce McIlroy at the opening on 28 October.

Everybody seems to know Bruce and Philomena McIlroy and their family. Their names are synonymous with Rolls-Royce and Bentley. Not only have they turned their passion for these marques into a vocation, but they are very serious about using their Silver Ghost and Derby Bentley at every opportunity.... true enthusiasts.

It was a real pleasure to attend and share with them the opening of Bruce McIlroy Ltd new 760 square metre workshop facilities at Ashburton. It is perhaps too well known that this workshop is the second incarnation. Tragedy struck last winter and the building was damaged during one of the freak snow-

storms, so here is the "phoenix raised from the ashes."

Bruce McIlroy Ltd is a family affair and it shows. The setting for this internationally recognised company is gorgeous and immaculate. One can't help thinking that P. & A. Wood is just Bruce McIlroy Ltd on steroids!

The opening of this new facility is the culmination of a lifetime's "labour of love" for Bruce. He did his training as a motor engineer locally and began servicing PMCs at the family's nursery. His skill and reputation encouraged him to open Bruce McIlroy Ltd in 1995, and Rolls-Royce and Bentley both recognised his achievements and gave him

their support. Currently he is a recognised Authorised Bentley Service Dealer, exclusively servicing Rolls-Royce and Bentley cars, apparently the world's most southern agency.

On opening day the weather was gorgeous, the setting picture postcard perfect. Around 50 Rolls-Royce and Bentley cars arrived and were on display, a discreet and capable jazz group played under the trees, and enthusiasts and locals mingled and enjoyed the ambiance. The new workshop was much admired, with its state-of-the-art facilities. Immaculate examples of both marques were on display inside, as well as examples of the current Bentleys. A certain 8-litre Bentley was a crowd favourite, as was the new Continental Convertible. Not surprisingly this was very popular with the women, and may set a dangerous precedent!

The formalities were opened with the now internationally famous Neville Jordan acting as m.c. He gave a very entertaining and enlightening address. Other speakers

included Bruce McIlroy, who spoke with confidence of his vision, and the mayor of Ashburton. Peter Mitchell is Sales Director for Bentley Motors in South East Asia, Australia and New Zealand, based in Singapore, and he did the honours of unveiling the brass plaque and opened the facility.

It was a great and memorable day; the atmosphere was one of the nicest I have experienced, and the local catering top class...a day of very good taste.

As enthusiasts, especially in the South Island, we can look forward with confidence to the support and encouragement we will get for our cars. One couldn't help but just feeling some pride in our PMCs and sharing that pride with the McIlroys and their well earned achievement. In closing, I must comment on the modesty with which Bruce conducts himself, and hope that this item does not make him cringe. Thanks, Bruce and Philomena.



The plaque says it all. See further photographs on page 31.

Bentley Photographic Opportunity Story and Photographs by John King



Something's lacking

by John King

Some events start off in a quiet way and build as the opportunity arises.

In this case it was an email from Pete Avery in the UK. An art director, he was looking for a landscape photographer to do a one-day Bentley shoot in Hawke's Bay, and my name had been suggested by Tom King, editor of this magazine. (And no, it had nothing to do with nepotism; like all good editors, brother Tom was thinking well ahead with an eye to future material.)

Also suggested was Jim Sawers, owner of New Zealand's only R-type Continental, a car I hadn't seen since my Wellington days more than 30 years ago. Glynn Williams also entered the equation as not only a Rolls-Royce and Bentley Club member but also a friend with a more than adequate knowledge of the nicer bits of Hawke's Bay. Glynn was appointed OIC Locations (Honorary).

Details remained sketchy of the publication all this was destined for, but the

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deadline was tight and Pete provided a list of favoured spots, most of them vineyards. Just one small problem, Pete — it's winter down here and the grape vines aren't looking their brightest. Never mind, just use that as a basic list and see what you can find.

A budget was mentioned, not exactly generous but allowing for most costs provided we didn't go mad and use an interesting mode of transport for the round trip. Our vintage Riley 9 tourer was still filthy from the previous month's hard rallying on wet Northland gravel roads and besides, using it to get three people to Napier from Auckland in a day it wouldn't leave any time or energy for the work itself. Glynn's garage contained more practical cars, except that the one best suited to the journey was strictly a two-seater, so the choice for three people came down to a 20-year-old Basic Transport device originating from Japan, uninspiring but practical.

The New Zealand winter hadn't been ideal for anything much except calibrating rain gauges, but the Hawke's

Bay drought had broken and all we needed for the photography was a decent couple of days before the deadline. That duly appeared one weekend in late August, a bright spot in an otherwise unbroken spell of dreary weather. Dorothy and I collected Glynn early one Saturday morning and, after a slow trip through Waikato's inevitable fog and lunch in Napier, followed Jim's instructions to arrive at his house on the western edge of town.

For some reason yet to be explained, Glynn forsook a comfortable back seat in BT to ride with Jim in the Continental. First stop was Mission Estate just around the corner. Nothing really spectacular there, so we relocated to the centre of Napier, where Glynn said the Masonic Hotel had a nice art deco entrance with green paint to match the Bentley. Napier CBD café traffic on a Saturday afternoon tends not to flow very well, but while we found a parking spot around the corner Jim took advantage of the loading zone right in front of the hotel, even managing to hide the footpath sandwich board. Gaps in the passing traffic allowed some shots from the other side of the street. Perfect.

Craggy Range was high on Pete's original list of desirable locations, and it did look spectacular with its grandiose new cubist buildings to contrast with the flowing lines of the car and, across the road, deep shadows formed by the westering sun on Te Mata Peak. Photo opportunities looked good but were cut short by the appearance of Management. No photographs of the premises may be taken without permission, he said. How do we get permission? From the PR people. Can you lead me to them? No, because it's a weekend and the PR people aren't here. Is it possible to phone somebody? No. You need prior permission to photograph the buildings and you should have obtained that two weeks ago, minimum.

Pleas centring on the international significance and good PR aspects of quality photography, not to mention the tight deadline and unrepeatability of the day's clear blue skies, fell on deaf ears. The conversation descended in diminishing circles, and only when I had put my cameras away did Management show enough trust to

leave my side. It's not easy to be undignified when associated with a 1954 Bentley, but it can be done.

Relating the tale later to locals brought sage nodding of heads. Funny lot, was the general opinion. Foreign owned, you know.

Te Mata Peak should offer some good shots, though, and it wasn't far away. We paused just below the peak to set things up. Dorothy and I would drive right to the top car park in BT and would semaphore when ready, then get shots of the Bentley as it drove up the last bit.

No problems — except that the driver of a particularly scruffy ute chose that moment to tuck in behind the Continental, with nowhere for Jim to pull over to let it pass and no way of eliminating it from any photos. Still, I got some static shots and then, with the sun not far off the horizon, it was time to head for the day's last location, down through Havelock North and a few kilometres south-west of Bridge Pa.

Two of Glynn's friends, Neil and Craig, had restored the original Greenhill Station homestead, one of those grand old wooden mansions which are such a treasured part of the New Zealand rural landscape. It had been pretty rundown, from all accounts, but now it was pristine and a decidedly upmarket lodge for those wanting to relax in the ambience of Hawke's Bay. Just the thing as an elegant background for an elegant car. Things were looking up, especially as recent rains had restored the local hills to their advertised state, and the human contrast with the reception at Craggy Range was absolute.

I ran off a bit of film before the sun disappeared entirely and it was time to call a halt. Jim would be back in the morning at 9.30 but had to be away again an hour later, so off he went. Glynn stayed the night at Greenhill — not in the historic homestead but in the nearby modern house — while Dorothy and I drove back to Bridge Pa to stay with our friend Jan who nurtures boysenberries and Tiger Moths on her land adjoining the aerodrome.

A sharp frost on Sunday morning suggested continuing good conditions for photography. We thought we were doing well for time, but Jim was waiting for us at

Greenhill when we arrived. Jan hadn't been inside the house since she was a little girl and declared herself suitably impressed, but such a grand house in a glorious setting would lift anybody's heart.

The conditions were indeed perfect, the fountain tinkled and the sun shone. While everybody else sat around chatting in the late-winter warmth, Jim repositioned the car now and then while I ran off more film from inside the house looking out, from the observation tower looking down and from almost every angle I could think of. Things were finished about the time Jim said he really had to go, so he drove off into the sunshine and the rest of us tried to bestir ourselves and start thinking again of Auckland and its manifold attractions of motorway traffic and drivers with IQs and

abilities inversely proportional to the available horsepower.

Leaving Hawke's Bay proved extraordinarily difficult. First there was Jan's new residential hangar to explore, then an unfruitful search for lunch in Hastings, Rush Munro's ice cream emporium to sample and even vintage aeroplane activity at Napier to comment on. Still, we were away in time for the sun to be in the eyes all the way to Taupo and were back in Auckland on the day specified.

Hawke's Bay scenery and locations can lead to some interesting photography — helped by interesting and cooperative people. There's really only one problem, however. The Bentley R-type Continental spoils the photographer. It simply lacks any unfavourable angles.



Ian Ronald Maxwell-Stewart



The subject of this article as seen in Wellington in the late 1960s.

One fine Saturday morning in the autumn of 1963 your editor was driving his Riley Monaco up Bowen Street in Wellington, to turn left into Glenmore Street. I couldn't help but notice the Bentley parked in a driveway behind a dairy, along with a Riley Lynx-Sprite. Two middle-aged men were chatting beside the cars. The taller of the two was slender, impeccably dressed in the sort of tweeds associated with the stereotype of the vintage Bentley owner, and as he introduced himself as Ian Maxwell-Stewart he spoke with a very "proper" English accent. The other man was Max Anderson, who had recently bought the Riley from Mr Maxwell-Stewart. They mentioned another rare Riley, a model called the Continental Touring Saloon, which Maxwell-Stewart had owned from 1940 to 1960. It lived just a hundred metres or so up Tinakori Road, so I hunted it out, immediately fell in love with it, and bought it.

Who was Ian Maxwell-Stewart? Well, he was a remittance man. He was known to his family as Ronald, but in New Zealand was www.nzrrbc.co.nz



And in the late 1920s as remembered by his family in England.

Ian, Max, or Maxie. Bob Beardsley is sure that he came to New Zealand under the auspices of the J.C. Williamson theatre company to conduct or play in orchestras which played for the year long 1940 Centennial of New Zealand Exhibition in Wellington, but the circumstances of his presence so far from his place of birth are most unusual. There



held the rank of trumpeter. Family memories of him included his charm, liking for attractive women, flair for languages including Italian, and his musical talent, particularly on the saxophone. The family are unsure whether he was commissioned, but he was caught up in a pub brawl during which a money lender was stabbed. He served prison time in



Two photographs of B127BL taken in Kelburn by Willis Brown

are no records in the Wellington City Archives of his presence, apart from some building permits. Records of traffic violations are not accessible, so we do not have records of any transgressions there, but it is known that before he moved to Kelburn Parade he had lived in the narrow Parliament Street in Thorndon, where there was a no parking zone. He received a number of parking tickets, so devised the strategy of re-registering the Riley Continental in an English domiciled relative's name, still recorded in its ownership pages.

His date of birth was 21 September 1905 in the village of Robertsbridge, 10 miles from Hastings, East Sussex, where his mother's family owned property. Her maiden name was Dulcie Whiting (stage name Dulcie Garland), described as a minor music hall celebrity. The Maxwell-Stewarts are a Roman Catholic family from the Scottish Border country, and "our" man's father was Victor Francis Maxwell-Stewart, an Artillery officer in World War I, but a theatrical producer in peace time, at one time said to have been Paul Robeson's British manager. Ian Ronald Maxwell-Stewart, generally referred to in family circles as Ronald, enlisted as a teenager in the Royal Horse Artillery as a cadet in 1921, and

Maidstone Gaol as an accessory to murder, and when he was released migrated to New Zealand in disgrace. The family were horrified - they considered themselves not very well connected, and the taint of scandal was enough for them to completely cut him off.

Ian Maxwell-Stewart's nephew Christopher is the youngest son of Ronald's older brother, Laurence, who died in 1938, and was only three years old when his uncle left the UK for New Zealand. Christopher was an engineer and in the 1960s worked in Nigeria. His son Hamish was born there, and is now a professor of history at the University of Tasmania. Neighbours in Nigeria were from New Zealand and had a magazine with a picture of Diana Maxwell-Stewart, an actress, in it. Hamish was much impressed by her beauty, and was interested that she followed her grandmother's stage interests. Two other daughters, Susan and Elspeth, attended Queen Margaret's College in Wellington but left suddenly in 1954 or 1955.

His driving was notorious. Frank Bishop of the electrical firm Bishop & Trewick mentioned that he drove out of their premises on Jervois Quay, without looking as always,



Photographs courtesy of Roy Tilley, circa 1965, showing Ian Maxwell-Stewart wearing tweed; an unidentified lady; Bruce Perry; with B127BL; the Southward Collections HM Bentley Rebuild 4½-litre tourer XF3516; probably B307MB; and Miss Elizabeth Nagle's 3-litre out here for the Haast Pass Rally.

and had the front of his car demolished. We don't know which car that was... He also had a Harold Radford Mini-Cooper, and once when my brother was working on his Riley in his lock-up in Glenmore Street Mr Maxwell-Stewart stopped to chat, complained about a miss the Mini had above 5,000 revs, and proceeded to demonstrate that to John in 3rd gear up Glenmore Street.

Maxwell-Stewart's nephew and great-nephew are glad that he "fell on his feet" in New Zealand. By this time he was an importer and manufacturers' representative with a firm named Stewart and Nichols Ltd with premises upstairs at 282 Lambton Quay, Wellington. His charm, sometimes outrageous, is a lingering memory of several people who knew him. His glamorous secretary, Connie, would open the cocktail cabinet at mid-day for visitors. He seems to have been very successful in his business, and a close relationship with the then Minister of Customs has been hinted at. In those days when New Zealand still operated under the Finance Emergency Regulations, 1940, an Import Licence was worth £5 for every £1 invested.. He sold his licence for a very large sum of money to the Christchurch firm of Delmonte and Patience at an opportune time (for him), as shortly after that date the licensing system was abolished.

He imported the Gurney Nutting tourer B127BL (U.K. registration number BLY794) and registered it on 29 April 1959. The car is pictured on page 192 of Johnny Green's *Fifty Years of the Marque* Bentley book, and the owner is referred to as "Marshall-Stuart". In 1964 Maxwell-Stewart entered it in the Bentley Drivers' Club Rally. The long stretches of the McKenzie Country must have appealed to him and his penchant for driving very fast on the right hand side of the road, but he would also drive on the wrong side of the Main South Road so would drive very fast in the McKenzie Country on the right, and reluctantly drift back to the left when oncoming traffic got too close. This was sometimes accomplished by weaving in and out of traffic.

Our member Geoff Beetham was introduced to Maxwell-Stewart by the late

Sybil Lupp, who mentioned that the tourer could be for sale. Geoff bought the car, which he still has, on 12 July 1965, and was taken for a ride in the recently acquired R-Type Continental BC61C along Tinakori Road. Even though 42 years ago that narrow road was less busy than it is now, the speed of 100 miles per hour that Geoff saw on the speedometer is scary to contemplate.

In the mid-'60s I called on Mr Maxwell-Stewart to ask whether the 90,437 miles on the odometer of the Riley Continental was genuine, and was somewhat nonplussed to be told that he had driven over 200,000 miles in that car, and had driven it at well over 90 mph when it had its Arnott supercharger fitted. He mentioned that the top gear ratio of the Riley, 5.22:1, giving 16 mph per thousand engine revolutions, was the same as BC61C's first gear ratio. Since 90 mph works out at something over 5,600 rpm it was no wonder that one of the Riley's connecting rods had an odd engine number, and the bottom of the corresponding cylinder bores was broken off under the Cromard liner presumably installed at the time of the repair.

Jim Sawers now owns BC61C, and received the following letter from the then President of the Bentley Drivers' Club:

"Greensleaves' Leigh Place, Cobham, Surrey KT11 2HL 6th February 1981
Dear Mr Sawers,
Your letter about BC 61C has been sent on to me, but I am afraid that I cannot help you very much.

I bought this car from Melville-Smith for Maxwell-Stewart and had some work done on the car for him at Rolls-Royce. Presumably this is why my name appears on the chassis card, but I never owned this car. I am sorry I have no record of the work that was done at the time, but I certainly enjoyed driving the car when I visited New Zealand in October 1964 – copy of an extract from my book enclosed.

I am glad you are enjoying this car and I am sure it certainly is a centre of attraction when you are driving around New Zealand.

Yours sincerely,
Stanley Sedgwick."

The following is an excerpt from *Motoring My Way* by Stanley Sedgwick, (Batsford, London 1976.)

"All too soon we were winging our way to New Zealand. Con and I had accepted a very kind invitation to stay with the late 'Max' and Eilidh Maxwell-Stewart in Wellington. They met us at the airport in their R-Type Continental which I had been instrumental in purchasing for Max in England earlier in the year (1963 – Ed.), and which he had collected personally and used for a holiday before shipping home.

"Again a gathering of Bentley enthusiasts was arranged – this time at the newly-opened Motor Museum of Len Southward. The Museum was most interesting and contained a wealth of motoring miscellany in addition to a collection of Veteran and Vintage cars, including Len's 3-litre awaiting restoration.

"The next two days were spent in touring northwards to Auckland (530 miles) in the Continental and I revelled in the opportunity to drive this car in conditions which approached a motorist's paradise. Few cars and fast well-sealed roads through scenery reminiscent of Wales, Scotland and occasionally Switzerland.

"Whilst we were checking in at Auckland airport and digesting the news that our departure would be delayed by 3 hours, the distinctive burble of Vintage Bentleys announced the arrival of A.B. Seccombe and his daughter in his beautifully turned-out Speed Six, followed by his son driving his 4½. These were soon joined by N.C. Adams' 3-litre and R.S. Mills' 4½-litre Park Ward Saloon. Also present were several other Vintage car enthusiasts. The waiting hours were spent happily – albeit in an uncomfortable and 'dry' airport lounge talking Bentleys. The party gradually dispersed, but a few stayed until the bitter end to see us off to Fiji around midnight."

Jim Sawers writes that "some years ago when I was chatting with Sybil Archer I told her that when the Continental gear box was totally overhauled during my ownership, we were astounded to see how much damage

had been done to first gear as well as others, but in spite of it all the gearbox had always been absolutely silent. In fact the reason for the overhaul had been its tendency to slip out of third gear on the overrun, as well as first gear tending to slip out when under load. Sybil assured me that the damage to first gear would have been caused by Maxwell-Stewart frequently needing to change down into first gear while negotiating those tricky bits near where he lived in Kelburn. Evidently he was renowned for his noisy gear changes, there being no synchro-mesh on first gear. Quite clearly a chip had come off first gear and at some stage fouled the main cluster causing damage there."

Jim has supplied the following article, cut from an unknown magazine of about 1968, and presumably published at about the time when "super" grade petrol was first available here. Some of the photographs which accompanied the article are published here.

A SUPER CAR FOR SUPER PETROL

Someone, somewhere, built a fine car almost every year of this century.

In 1956 (sic), the Bentley division of Rolls-Royce produced the engine and chassis, and H.J. Mulliner and Co Ltd the body, of one of the finest cars on New Zealand roads.

The car, a Bentley Continental, is one of only 207 of its model made and it belongs to Mr I.R. Maxwell-Stewart of Wellington.

It is Mr Maxwell-Stewart's sixth Bentley – the first being a "Bentley" Bentley 4 ½ litre with Vanden Plas coachwork.

The Continental is an enormous car with great power, comfort and performance.

It cost £9000 new (Mr Maxwell-Stewart bought it second hand in Britain five years ago) and a lot of money bought a lot of car.

The pushrod overhead valve engine has a capacity of 4900 c.c. (sic) developing 260 b.h.p. The standard Bentley saloon compression ratio of 6 to 1 has been increased to 8.1. Back axle ratio is 2.9 to 1 and in top gear, the car gives the driver 30





mph for each 1000 revs.

High-speed touring in great comfort and safety was probably what the designers had in mind when working on the Continental.

Light weight is obtained in a car about as long as a full-blown Cadillac by the use of dural for the hand-made body so that all-up weight is only 33 cwt. The power to weight ratio is evident in the car's extremely rapid acceleration and great speeds in the intermediate gears. Bottom gear will take the car to 60 miles an hour in absolute silence and 90 mph is available in second. The car's top speed is 120 mph.

Forward visibility is quite good considering the breadth and length of the bonnet and both front mudguards can be seen by the driver. The radiator cap incidentally is not a fake, and the petrol filler cap below its flush fitting cover is cast and polished aluminium – an example of the craftsmanship which went into the car.

There is a tendency for the car to lean slightly when its speed and size are noticed on winding roads, but the car's superb power and servo-assisted high-geared steering and driver's control over setting of suspension by means of a small lever on the steering wheel hub aids road safety immensely.

Fuel capacity is large – 24 gallons of which three are available as a reserve. The sump holds 12 pints and petrol consumption averages about 20 miles per gallon.

Instruments and controls allow the driver to keep an eye on performance and engine. The dashboard carries an altimeter, speedometer, tachometer, clock, ammeter, fuel gauge, oil gauge, oil pressure gauge, oil temperature gauge and water temperature gauge. There are 15 switches and buttons as well as warning lights. Among the minor controls there are knee operated warning horns, a hand throttle, ride control lever and lights flashing pedal as distinct from the foot dipper switch.

Passengers and driver have ample

courtesy, map reading lights and ashtrays, a picnic table with built-in-radio and an electrically raised aerial.

An interesting point about the interior trim is that the woodwork is not merely handsome – it is decorated with inlays.

The Bentley Continental is the only one of its kind in New Zealand and there is only one in Australia.

Mr Maxwell-Stewart's Bentley has a stable-mate of quite a different breed. It is a specially tuned and trimmed Mini by Cosworth in Britain. The Mini has a 1275 c.c. engine with a 10 to 1 compression ratio giving 105 b.h.p.

This little car has a sunshine roof, lambs-wool carpets, specially tailored leather seats, full interior padding and trim, full instrumentation, very zippy performance and...electrically operated windows.

The two cars are poles apart, but the Bentley and the Mini are examples of "improving the breed" as they say in the Best Motoring Circles.

J.W.B.

An excerpt from Bevan Bickerton's account of The Bentley Alpine Rally to Mt Cook in March 1971 published in Nov 71 *Bentley Drivers' Club Review Number 102*, page 313, follows:

"Sixty miles out from The Hermitage we found Max Stewart's R-Type Continental parked with a wheel off. An inner bearing had 'gone' and the probable cause diagnosed as a slightly binding brake, over-heating and melting the grease. Fortunately Max was not travelling fast when the wheel seized, but we had to transfer his passengers and leave a lonely Max at the small Tekapo garage to wait for a replacement bearing the next day."

After a colourful life Ian Ronald Maxwell-Stewart died at Wellington Hospital on 18 January 1973. Two daughters were mentioned in the *Evening Post* death notice, but no wife. There is a hint that he married more times than he divorced, and

that a marriage property case was bound for the Privy Council when he died. After his death, Merv Warner was approached by solicitors acting for his estate to obtain a warrant of Fitness for BC61C. This involved the replacement of four bald tyres to bring the car up to standard, but it took some time for Merv to be reimbursed for these, the Warrant of Fitness allowance seeming to be unconnected to the realities of standards.

Three Bentleys in our Club, the third being the “big bore, small boot” Mark VI B307MB now owned by Berwick Taylor, were brought into this country by Ian Maxwell-Stewart. The article *A Super Car for Super Petrol* mentions a “W.O.” 4½-litre Bentley, but we do not know of this car in New Zealand.

Given that Maxwell-Stewart’s departure from England came when he was in his early 30s, he had plenty of time to have enjoyed the earlier car before his disgrace. This article has been an attempt to bring to life some aspects of the character of the man whose cars have outlived him. My thanks are due to the following people: Gavin Bain; Bob Beardsley; Geoff Beetham; Frank Bishop; Willis Brown; Tony Ellis; Ramon Farmer; Ron Hasell; Hilary, John and Siobhan King; Christopher and Hamish Maxwell-Stewart; Don Perry; Norman Porritt; Michael and Murray Poynton; Jim Sawers; Berwick Taylor; Roy Tilley; and Merv Warner.

Book Review



The Shadow Owners' Companion Maintenance Projects for Rolls-Royce Silver Shadow and Bentley T Enthusiasts

by Jon J. Waples

200 pages soft-bound

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“The Shadow Owners’ Companion” is a very welcome addition to a Silver Shadow or Bentley T Series library. It is a very honest book. It does not claim to be an alternative to the Factory workshop manuals, or to the excel-

lent authority “From the Shadow’s Corner” by Cal West, another American publication. This book complements them both well.

Jon Waples is a skilled engineer, and an enthusiast. This book takes you through the procedures as needed on the restoration of his beautiful Shadow I. It is not a heavy academic textbook – the pockets of humour are most welcome. The book cannot hide the fact that the Shadows and T Series are two of the most complicated cars in the world, and this reviewer often got lost in the text...

Topics covered range from the correct way to remove a hubcap (aah! You thought that was straightforward, didn’t you?), through to major fault-finding in the air conditioning and so forth.

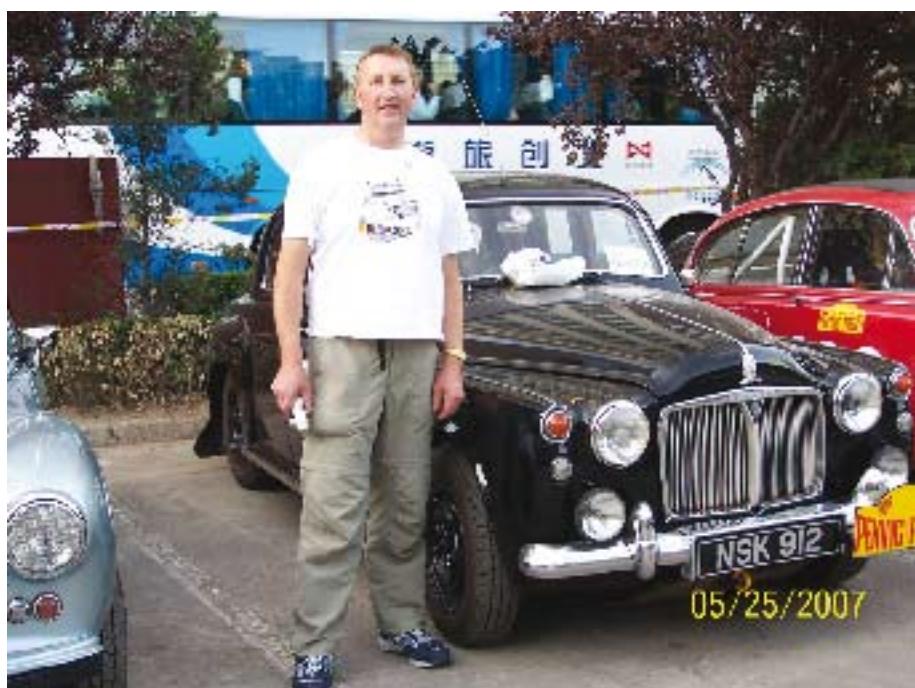
There are many photographs of good quality, but sometimes in the engine shots you are left wondering just what you are supposed to be looking at. Perhaps this is a sad reflection of this reviewer?

There is a bias towards the first series cars in this book, and being American, many of the products and sources are not relevant.

This is the perfect gift for the owner/enthusiast who enjoys maintaining his or her car. Enjoy your car, and enjoy keeping it in the condition it deserves. But a word of caution – know your limitations. This book will not make you a Shadow or T Series mechanic. Rest assured that if this book encourages

you to start some task that is beyond your capabilities, Bruce McIlroy has extended his workshop – just for you!

Stephen Fowler



Stephen Fowler, our reviewer and reporter, enjoys his Rovers as well as his mint Shadow II. Bruce McIlroy took this photograph of Stephen during the Peking to Paris Challenge. He travelled on the Trans-Siberian Railway and met up with the Rally when he could.

Technical Liaison Officer's Report

Members will be aware of the new emissions rule signed off this week. There's also a new frontal impact rule in progress too. Whilst very little detail of these is available we understand that exemptions to the above for importers of 'special interest vehicles' are restricted to about 250

a year. Therefore, anyone planning on importing a special interest vehicle (and that's yet to be defined too) is advised to proceed carefully and do the homework thoroughly first by contacting LTNZ, or at least referring to their website.

**Our Web Site is www.nzrrbc.co.nz
Tell your friends about it.**

Fitting an Overdrive to Early Rolls-Royce Transmissions, by Eddie Riddle (Part Two)

My method was as follows:

Remove the overdrive unit. Dismantle the gearbox and dump everything except the third motion shaft, the adapter casting between the gearbox and the overdrive, the first motion shaft bearing, the overdrive, the

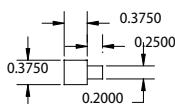
TOOLS

FOR USE IN 'J'SERIES OVERDRIVE

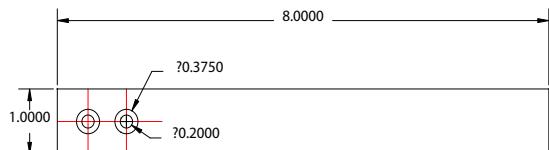
PLUG SPANNER

PIN DETAIL

2 OFF SILVER STEEL



PINS TO BE A PRESS FIT IN HANDLE



HANDLE 1 OFF MILD STEEL

ALL DIMENSIONS ARE IN INCHES

rear gearbox bearing and retaining circlip. The only reason for keeping the first motion shaft bearing is as a spare for the bearing in the new adapter plate.

The overdrive unit was dismantled and all parts thoroughly cleaned. Pay particular attention to cleaning the three ball bearings. In most cases they are perfectly serviceable, just dirty. I mention this because these bearings are 'specials'. Being specials they

command a special price, in the vicinity of \$150 each. All 'O' rings were readily available and extremely cheap.

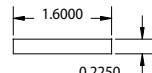
See drawings of service tools required.
(Tools sheet 8)

The unit was assembled and pressure

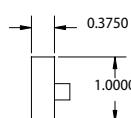
The unit was assembled and pressure tested only

tested only at this stage.

ROLLER CLUTCH CLAMP



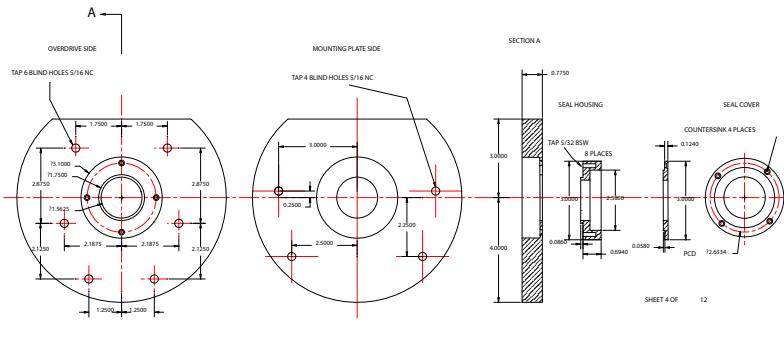
1 OFF 1/8 MILD STEEL



SHEET 8

Now cut the third motion shaft about 1 inch in front of the splines for the third speed gear bush. The shaft is case-hardened and can't be cut with a hacksaw. I used a steel cut off disc. It is now a simple matter of turning the end of the shaft to

ADAPTER PLATE



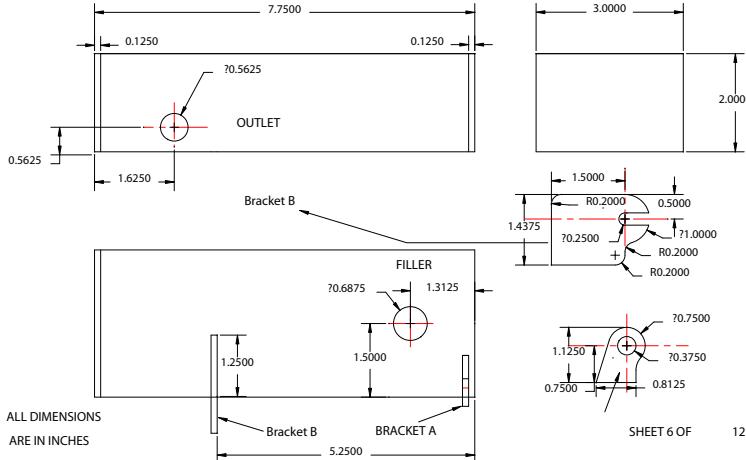
the correct size and cutting a thread. If you take a heavy cut at slow speed, and slow feed, using a carbide tipped tool you will be able to get under the casehardening. It is plain sailing from here on. See the attached drawing. (3rd Motion Shaft Sheet 1)

It is necessary to have two drive shafts complete with universal joints. The

housing on the adapter plate as the reference point to centralize the mount.

It is necessary to make a spacer to fit between the back of the front flange and the front face of the bearing in the new adapter plate. You must stop the modified 3rd motion shaft from being able to move into the overdrive. See attached drawing (Third Motion Shaft sheet 1).

OIL TANK

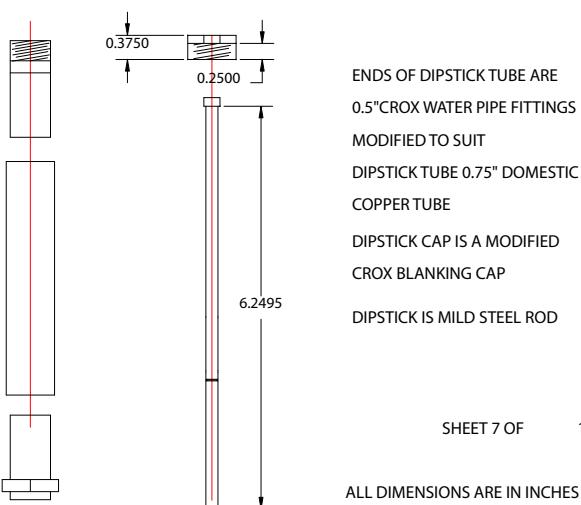


reason for this is that the overdrive will not clear the floor under the front seat and the overdrive would not be sitting parallel to the chassis. The overdrive needs to be mounted back from the gearbox drive flange about 18 inches in order to clear the brake cross shafts and the cross member. It is important that the overdrive is mounted horizontal to the chassis. Failure to observe this point may mean that the oil pump in the overdrive is starved of oil when the car is going up an incline.

The shafts will be at an angle of about 6-degrees below horizontal. The front mount is simply a piece of 6mm Aluminium sheet shaped as per the drawing (sheet 9). Use the seal

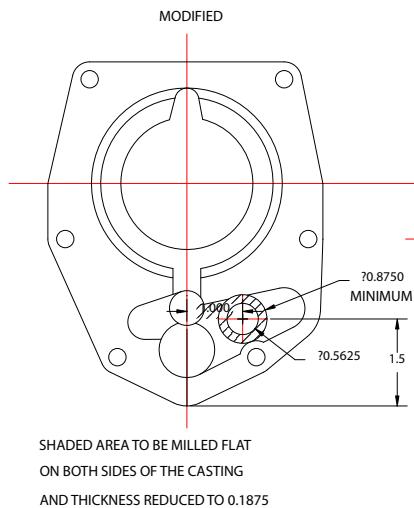
level in the overdrive is easy, but getting extra volume is not quite so simple. I looked

OIL TANK



at several ideas to overcome this difficulty, and finally settled on an extra oil tank at-

FRONT FACE OF ADAPTER CASTING



the mounting plate side of the plate
3. The hole for the bearing. The depth of the bearing hole must allow for thermal expansion. I allowed 0.005". Start by machining the Aluminium plate to an outside diameter of 8 inches. Face one side and turn the bores for the bearing, seal housing and main shaft. Turn the plate over and grip by the hole for the bearing. Machine the face of the plate. Cut 1" of the top of the plate as per drawing (sheet 4).
Seal Housing

tached to the overdrive. The tank gives an extra volume of 700 cc approximately. See attached drawings (Oil Tank sheets 6 & 7)

There is one part that is not shown in the drawings, the connecting oil pipe. I found this almost impossible to draw accurately. Photographs show this item and are available to anybody who plans to add an overdrive.

Notes on the attached drawings.

Adapter Plate

This consists of 3 parts:

- Adapter Plate
- Seal Housing
- Seal Cover

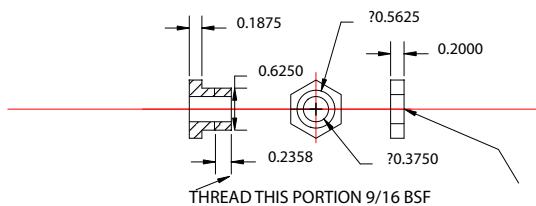
There are only three critical areas:

1. The drilling and tapping of the six blind 5/16" NC holes on the overdrive side of the plate
2. The drilling and tapping of the four blind 5/16" NC holes on

Machine the housing from Aluminium to the dimensions given. Make sure the spigot on the housing is a press fit in the adapter plate. Machine the hole for the seal and face off. Mount the housing by the hole for the seal and face off the side.

The housing is attached to the

ADAPTER CASTING OIL CONNECTION



OIL CONNECTOR AND NUT

MACHINE FROM 3/4 HEX BRASS

ALL DIMENSIONS ARE IN INCHES

SHEET 3 OF

12

adapter plate with four 5/32" BSW countersink steel screws. The seal I used was outside diameter 2.323", inside diameter 1.5" and 0.372" deep.

Seal Cover

Machine from Aluminium to the dimensions given. Make sure the spigot is a press fit in the seal housing. The seal cover is attached with four 5/32" countersink steel screws. Use different tapped holes in the seal housing to those used to hold the housing to the adapter plate.

Nothing critical

here provided
that the seal
can't move in the
housing.

Oil Tank

The oil tank is made from a length of rectangular box section measuring 3" x 2" x 7.5".

End plates and mounting brackets are welded to the box section. Start by welding on the back end plate and mounting bracket 'A'.

Remove the appropriate stud, which holds the rear housing to the overdrive hydraulic casting. Temporarily mount the tank on the rear bracket (A) and position and weld the front mounting bracket (B) in place.

Remove the tank and drill the holes for the filler pipe, and the oil outlet union.

Solder the filler pipe and the oil outlet union into position.

Carefully clean the inside of the tank, as this is your last chance to remove any dirt. Weld on the second end cover.

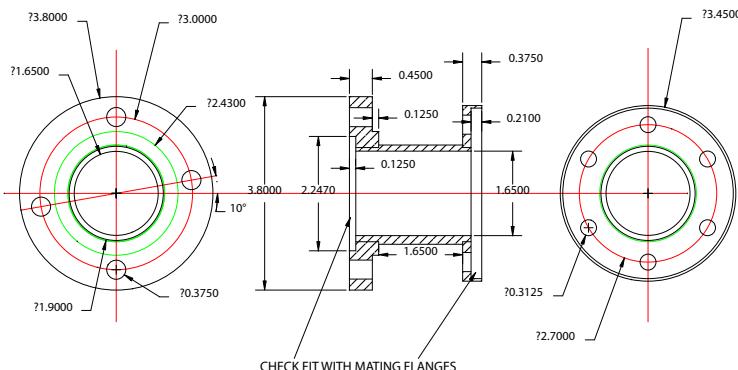
Clean up the welds, and paint with an etch primer. A final coat of Aluminum paint makes the thing look a little better.

Re-fit the tank to the overdrive

with the adapter casting (from the original gearbox) held in place with a couple of nuts. Study the casting around the area where the lay shaft and the reverse idler shaft were locked in place in the original gearbox. See the attached drawings.
(Adapter Casting sheets 2 and 3)

Drill a small hole in the top of the dipstick, about 1/16" will do fine. This will act as a breather for the overdrive without the risk of oil blowing out of the tank. Cut a thin cork, or paper washer to fit up inside

FLANGE ADAPTERS



ALL DIMENSIONS ARE IN INCHES

SHEET 5 OF

12

the dipstick cap.

Drill the same size small hole in the washer as well. The full mark on the dipstick should correspond to the top of the oil tank.

Adapter Casting

Adapter Casting drawing (sheet 2) shows two views of the front end of the casting, the original and the modified version. This is the most awkward part of the whole job, as there is very little room to fit the oil connection into the casting. The shaded area in the modified drawing is the important part.

The object was to have as large a connecting pipe as possible. I tried a smaller pipe to start with but it took forever to fill and air locks were a problem.

The connector is fitted into the

casting with thin fibre of Teflon sealing washers. Assemble the front cover, adapter casting and the oil tank temporarily. Now carefully bend up a piece of 3/8 copper pipe so that it fits into the connectors. Make sure that the copper pipe fits well into the oil connector in the adapter casting.

Mark the pipe's position in the oil connector carefully, remove the oil connector and the pipe from the adapter casting and solder the pipe into the oil connector.

Reassemble the parts, fit an olive over the copper pipe at the tank end outlet and tighten the connections. Fill the tank with clean kerosene or Shellite to check for leaks. You

can use oil if you wish but if there is a leak it is difficult to get the parts clean again.

Drive Shafts

You need two separate drive shafts complete with a sliding joint on each shaft. I used two Triumph 2.5 drive shafts. It doesn't really matter what drive shafts you use, so long as the sliding joint moves inside the

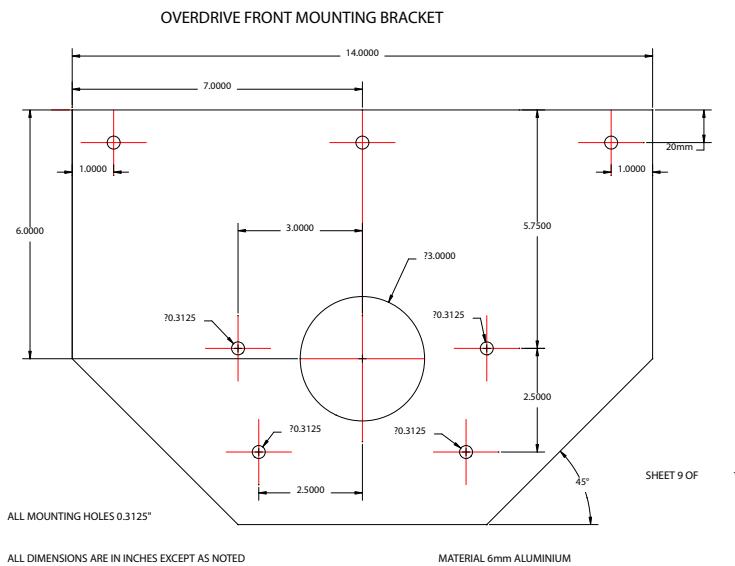
drive shaft NOT inside the gearbox. This limits your choice of driveshafts. Another possibility is to look at the short driveshafts used in 4WD vehicles.

It was just convenient for me to use Triumph ones, and hence my drawings of the flanges are for this model. I don't know why, but Triumph chose to offset two of the flange holes by 10 degrees. I suggest you use one of the universal shaft yokes as a pattern, and then you must get the orientation correct.

Flange Adapters

It is necessary to make two adapters to make the Rolls flanges match up with the new drive shafts. The main problem is that when you want to match a 6 hole flange (Rolls) with a 4 hole flange (Triumph) two of the holes in each flange are in line. The pitch circle diameter (PCD) for the Rolls flange 2.7" and the Triumph PCD is 3", hence the alignment problem.

The flanges were cut from 0.5" mild steel plate, turned roughly to size and then welded onto a short piece of 2" steam tube. Don't try to save time by finishing the flanges before you weld them as the welds



SHEET 9 OF 12

will undoubtedly 'pull', and all that work will be for nothing. See drawing (Flange Adapters sheet 5)

Flange keys

The simplest way to attach the input flange to the 3rd motion shaft is with 6 keys. These keys are machined to make use of the splined part of the 3rd motion shaft.

- Using 0.5" round silver steel and machine the 6 keys to a diameter of 0.4014". This diameter must be accurate. The length of each is about 1.25

inches.

- Start with a 4" disc of mild steel cut from $\frac{1}{2}$ " plate. Face one side (flange end) and bore a hole 2.125". Using a piece of mild steel shaft 2.5" in diameter and about 2.75" long, turn one end to a diameter of 1.125" for a length of about $\frac{1}{2}$ ". Make this a press fit in the flange blank. Chamfer the end of the step so as to allow for a good deep weld. Press the two pieces together and weld on the backside of the flange. Once the material has cooled, DON'T cool it in water. Drill the six 10mm holes on a PCD of 1.5". This must be accurate.
 - Carefully ream the six holes so that the keys are a neat sliding fit in the holes. Number the keys and their associated holes.
 - Solder the six keys into the holes in the flange blank. DO NOT cool in water, as this will prematurely harden the keys and the flange.
 - Bore the flange blank to 1.25".
 - Remove the keys from the flange. Ream the six holes again to remove any residual solder.
 - Bore the flange to 1.5" and bore the clearance hole (2") for the flange nut. The depth of this clearing hole is the length of the $\frac{3}{4}$ " Nylock nut plus the thickness of the flange washer. (About 0.1")
 - Clean off any solder remaining on the keys and carefully file the sides of each key so that the dimension is 0.2809". Trial and error is called for here, as the aim is to get all six of the keys to be a press fit into their respective holes in the flange. The result must be a neat fit with no movement between the keys and the splines.
 - Mount the flange blank in the chuck by the 2" hole, and machine the rest of

the flange to the dimensions given in sheet 1.

- Bore the four 3/8" mounting holes in the flange.

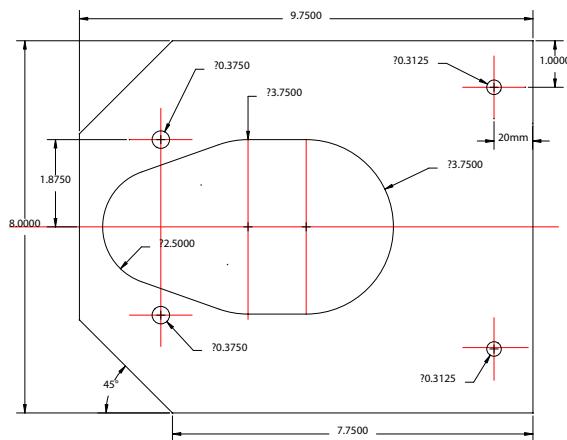
The spacer is of mild steel and its final length is found by measurement on assembly.

Fit the flange and keys to the 3rd motion shaft, fit the flange washer and tighten the nut. Make certain that the flange is

OVERDRIVE REAR MOUNTING PLATE

ALL DIMENSIONS IN INCHES EXCEPT AS NOTED

SHEET 12 OF 12



hard up against the nut. Measure the distance between the end of the flange and the circlip, which holds the bearing onto the 3rd motion shaft. Using my unit as an example:

Measured distance 2.428"

Thickness of bearing 0.875"

Length of spacer is $2.428 - 0.875 = 1.553$ ".

To ensure that the spacer is always locked between the bearing face and the flange, increase the spacer length by 0.010". This gives a final spacer

Length of spacer is 1.563" in my case.

Final assembly of the 3rd motion shaft is as follows:

- Fit the seal with the lip toward the outside of the housing. Fit the seal cover.
 - Slacken the flange nut several turns, and tap the flange towards the nut.

- Fit the bearing into the adapter plate.
 - Fit the spacer onto the 3rd motion shaft, and slide into the bearing in the adapter plate.
 - Fit the bearing circlip to the shaft.
 - Fit the cam for the oil pump to the 3rd motion shaft and secure with the circlip.
 - Re-tighten the flange nut.
 - Fit a paper gasket between the adapter plate and the adapter housing, and tighten the six 5/16” NC bolts.
- If you find difficulty in getting the assembled 3rd motion shaft into the overdrive, there are two reasons for the problem:

1. The cam, which drives the oil pump, doesn't line up with the cam follower.
2. The splines in the planetary gear assembly and the spline for the output flange are not aligned correctly.

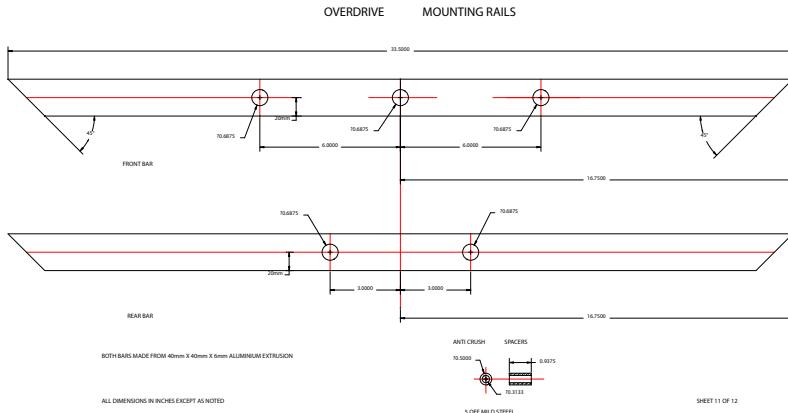
The first problem is best solved by mounting the adapter plate onto the adapter housing and tightening the six nuts which hold the two parts together. Now slip this assembly into the overdrive and move the cam follower {24} with a screwdriver, etc so that the cam passes inside it.

To solve the second problem undo the six nuts which hold the rear casing {113} to the main casing {6}. Tap the rear casing away from the main casing enough so that you can turn the planetary gear system with a screwdriver so that the splines in the planetary system line up with the 3rd motion shaft splines. Now hold the drive flange {116} with one hand and turn the

input flange with the other hand until the splines line up. Retighten the nuts, which hold the rear casing to the main casing. Check that the overdrive unit rotates freely and that the output flange is locked to the input shaft.

Parts Suppliers

Saeco Transmissions have a special list of the odd bearings needed for overdrives,



and are available overnight. As mentioned earlier the price of these special bearings is very high. On the other hand the 'O' rings and oil seals needed are readily available at almost give away prices.

Mounting the Overdrive in the Chassis

The mountings consist of:

A front plate (sheet 9)

Two cross bars (sheet 11)

A rear plate (sheet 12)

The front mounting plate is cut from 6mm Aluminium sheet to the dimensions given in drawing sheet 9. This plate is bolted to the front side of the Adapter plate (see drawing 4) using 5/16" Whitworth bolts 0.75" long and secured with spring and flat washers.

The rear mounting plate is cut from 6mm Aluminium sheet to the dimensions given in drawing sheet 12.

The crossbars are made from 40mm x 40mm x 6mm Aluminium extrusion to the dimensions given in drawing sheet 11. Note the anti crush spacers.

The rubber mounting bushes are

those made for Triumph Cars.

NZ part number SM 48, original specification numbers GEX7329 and GEX7330. Available from most exhaust fitting shops throughout NZ.

There is no particular reason for using Aluminium for the mountings except that it is easy to work, light and freely available.

The positioning of the crossbars is important as these set the position of the overdrive in the chassis. It doesn't matter too much where you place the overdrive, but bear in mind the following points:

- Aim to have each drive shaft approximately the same length
- Place the overdrive so that you can get access to the oil filler pipe via one of the panels in the floor of the car. In my case the most convenient access point was the hatch which runs across the floor in the rear compartment.

- You must get the overdrive accurately on the centre line of the car. I simply ran a string line between the gearbox flange and the differential flange and used the rear gearbox cross member as my reference point for all dimensions. In my case the distance from the cross member to the centre of the oil filler pipe is 68". This ensured that the oil pipe was accessible from the rear

hatch in the floor.

The crossbars are bolted to the chassis with a single 5/16" bolt at either end. (Nut on the underside) It is easier to fit the cross braces under the upper edge of the chassis rather than on the bottom flange.

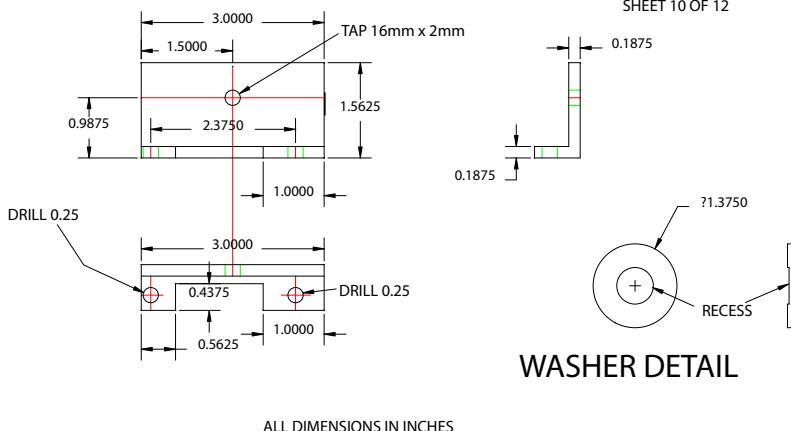
There are many ways to mount the overdrive to the chassis, the method described above is just the way I chose to do the job.

Making up the Drive shafts

The rear drive shaft changes its length as the differential moves up and down due to the road springs.

Measure the distance between the two flanges concerned. Push the sliding joint of the drive shaft almost but **NOT** com-

MOUNTING BRACKET FOR OVERDRIVE SWITCH



WASHER DETAIL

pletely into the shaft. Leave about $\frac{1}{2}$ " clearance. If you don't, you will never be able to get the flanges to fit into their registers. Cut the shafts to the correct length and weld in place.

The front shaft's length remains constant, but I suggest you follow the above instructions all the same.

MODIFICATION NOTES

The filler pipe on the oil tank as shown in the photographs has been moved to the

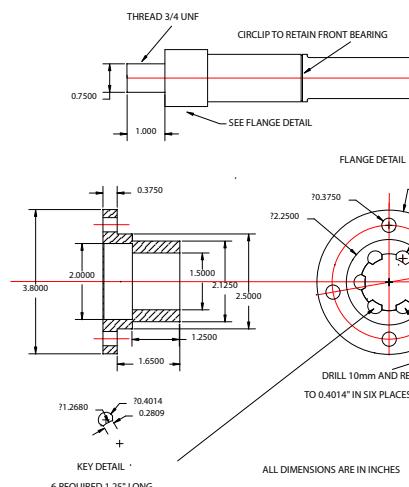
other end of the tank. This was to make filling the tank easier once the unit was in place in the chassis. The drawings for the oil tank are correct.

A breather has been fitted to

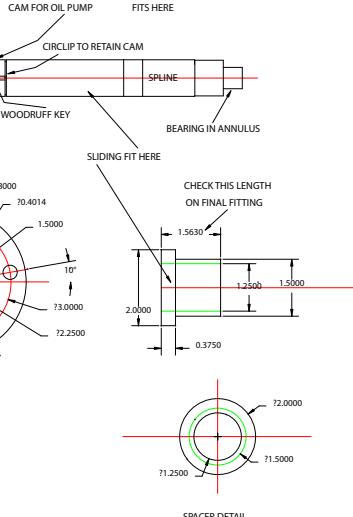


the adapter housing at the highest possible point. This greatly improves the rate at which the overdrive can be filled. This modification is not shown on the drawings. It is clearly visible in the photograph of the unit installed in the chassis.

THIRD MOTION SHAFT



MODIFICATIONS



ALL DIMENSIONS ARE IN INCHES

SHEET 1 OF 12



Ee Suan Yeo's photographs of the work being carried out at Bruce McIlroy's on an overseas customer's Phantom II. See Stephen Fowler's account on page 8.

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 9351 or MOB 021 676 278.

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Ph. Dave 09 473 1621.

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For Sale: 1949 Bentley Mk VI BIOEY, NZ New, 4.1/4 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.

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