



# NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB INC.

[www.nzrrbc.co.nz](http://www.nzrrbc.co.nz)

## CHAIRMAN:

Rod Newport  
2 Wynsfield Garden  
St Heliers  
AUCKLAND 1071  
Phone 09 528 8827  
Fax 09 528 6681  
e-mail [newportdesign@xtra.co.nz](mailto:newportdesign@xtra.co.nz)

## NATIONAL TREASURER:

Stephen Atkinson  
555 Drury Hills Road  
RD1 Drury  
AUCKLAND  
Phone 09 294 8556  
e-mail [satkinson@quicksilver.net.nz](mailto:satkinson@quicksilver.net.nz)

## TECHNICAL LIAISON OFFICER:

Roy Tilley  
204a Waiwhetu Road  
LOWER HUTT  
Phone 04 566 0850  
Fax 04 586 2937  
e-mail [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)

## Northern (& National Delegate):

Philip Eilenberg  
3B 21 George Street  
Parnell  
AUCKLAND  
Phone 09 374 5901 021 928 041  
e-mail [peilenberg@gfg-group.com](mailto:peilenberg@gfg-group.com)

## Northern:

Rod Newport  
2 Wynsfield Garden  
St Heliers  
AUCKLAND 1071  
Phone 09 528 8827  
Fax 09 528 6681  
e-mail [newportdesign@xtra.co.nz](mailto:newportdesign@xtra.co.nz)

## IMMEDIATE PAST CHAIRMAN:

Peter Morelli  
82b Maskell Street  
ST HELIERS  
AUCKLAND 1071  
Phone 09 575 9351

## COMMITTEE:

Dick Neill  
P.O. Box 616

GISBORNE  
e-mail [diknomi@ihug.co.nz](mailto:diknomi@ihug.co.nz)

Rob Carthew  
5A Rarangi Road  
St Heliers  
Auckland 1071  
Phone 09 575 3989  
e-mail [watcher@pl.net](mailto:watcher@pl.net)

## REGIONAL SECRETARIES:

### Central:

Martin Taylor  
24 Rangiora Avenue  
Kaiwharawhara  
WELLINGTON  
Phone 04 470 7666  
e-mail [Porsche@globe.net.nz](mailto:Porsche@globe.net.nz)

## REGIONAL CHAIRMEN:

### Central:

Elliott Snelling  
52 Raumati Road  
Raumati Beach  
WELLINGTON  
Phone 04 902 1899  
e-mail [snelling@paradise.net.nz](mailto:snelling@paradise.net.nz)

## VICE CHAIRMAN:

Eddie Riddle  
27 Edith Street  
Fairfield  
DUNEDIN  
Phone 03 488 1121  
e-mail [edjoivr@xtra.co.nz](mailto:edjoivr@xtra.co.nz)

## NATIONAL SECRETARY:

Naomi Neill  
P.O. Box 616

GISBORNE  
e-mail [diknomi@ihug.co.nz](mailto:diknomi@ihug.co.nz)

## MEMBERSHIP REGISTRAR:

Ralph Atkinson  
P O Box 98 902  
SAMC  
AUCKLAND  
Phone 09 238 4487  
e-mail [ralph.atkinson@blennz.school.nz](mailto:ralph.atkinson@blennz.school.nz)

## Southern: :

To be advised

## Southern: :

To be advised

## Please address all correspondence to:

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 08-2 **22 March 2008**

**The Bentley badge and Bentley name are registered trademarks of Bentley Motors Limited.  
The Rolls-Royce badge and Rolls-Royce name are registered trademarks of Rolls-Royce plc.**

*Anthony Dacre has just completed a superb restoration of B282AN, the first S-Series to come here. An article is being prepared.*

## Disclaimer:

The magazine editor reserves the right to accept, reject, edit and/or abbreviate any copy at his discretion. The New Zealand Rolls-Royce and Bentley Club (Inc) and the magazine editor aim to publish correct information and recommendations, but neither assumes responsibility in the event of claims for loss or damage resulting from the publication of editorial or advertising matter, or from following the advice

**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.

<b>FEES:</b>	Registration Fee:	\$10.00 (once only)
	Membership Fee:	\$75.00 (annual)
	Family membership:	\$ 5.00 (annual)

**CONTACT:** Membership Registrar  
NZ Rolls-Royce & Bentley Club, Inc  
Ralph Atkinson  
P O Box 98 902  
SAMC  
AUCKLAND



Phone: (09) 238 4487  
Email: [ralph.atkinson@blennz.school.nz](mailto:ralph.atkinson@blennz.school.nz)

## 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 RNRR&BC Inc.

[www.nzrrbc.co.nz](http://www.nzrrbc.co.nz)

## Club Calendar 2008-1

### Northern Region

**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.

**Friday to Sunday 11 to 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

**British Car Day Sunday 17 February** Trentham Memorial Park, Upper Hutt, starting at 10.00 am. As usual this is organised by the British Car Club, but the NZRR&BC is supporting this event. All proceeds to the Wellington Free Ambulance. In 2007 the event raised \$4000 for WFA so come along and help them do even better in 2008.

**A proposed visit to Roy Savage's Car Collection Sunday 2 March** This may be followed by a café visit to Reikorangi Pottery. Members to gather at the Plimmerton weigh station at 10am and travel in convoy. See TOTC for confirmation.

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

**National AGM Sunday April 13th** To be held at the Auto Lodge Motor Inn in New Plymouth, 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. Organise your accommodation at the Auto Lodge Motor Inn. Rooms have been reserved at \$110 inc GST per night. ph 06 7599128

**Solstice Dinner Saturday 21 June** Tentatively proposed for the Wellesley club. See TOTC for confirmation.

A proposed Wairarapa home visit for daffodils etc. *August-September 2008* See TOTC for details and confirmation.

**AGM at Southwards' Museum November**

**2009 National Rally** Following the very successful Rally organised by Northern Region in March last year the Central Region has agreed to organise the 2009 National Rally. Serious planning will begin in April 2008. Suggestions are welcome from all members.

### Southern Region

**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: **Saturday 23 February 2008 in the afternoon.**

**Our Web Site is [www.nzrrbc.co.nz](http://www.nzrrbc.co.nz)**

**Tell your friends about it.**



## 2008 National AGM Taranaki

**11 to 13 April organised by Merv Warner and Colin Trowbridge of Central Region To be held at:** The Auto Lodge Motor Inn 393 Devon Street East, New Plymouth, Freephone: 0800 800 896, [www.autolodge.co.nz](http://www.autolodge.co.nz) A rate of \$110 per room including GST has been arranged.  
**PLEASE BOOK DIRECT BY 1 APRIL.**



**Friday, 11 April 6pm** Informal meet and greet at Autolodge bar. **Dinner** own arrangements

**Saturday, 12 April 8.45am** Meet at rear of Auto Lodge in Gill Street (see map) to leave at 9am sharp. Travel to **Tawhiti Museum** 401 Ohangai Road, Hawera, Phone: (06) 278-6837 [www.tawhitimuseum.co.nz](http://www.tawhitimuseum.co.nz). The Tawhiti Museum is a truly unique enterprise. The creation of artist Nigel Ogle, its attention to detail is simply stunning. Widely acclaimed as the best private museum in the country, the museum uses life size exhibits and scale models to present our heritage in a series of super realistic and engaging displays. Part of the museum is the Tawhiti Bush Railway, a dramatic presentation of the logging railways that used to operate in Taranaki. With life size figures, buildings along the line and an interpretation centre set in a reconstructed sawmill at the end of the track, this 2'6" gauge railway is an additional attraction on the museum site.

**Lunch** at museum cafe

**After lunch** an interesting afternoon's events have been planned with some extra places to visit.

**6pm** Drinks in the Auto Lodge bar

**7pm** Dinner at Auto Lodge restaurant

**Sunday, 13 April 10.00am** Pre AGM tea, coffee and scones at Auto Lodge Conference Room

**10.30am** AGM commences

**After AGM** own arrangements

## Mainland Comment

The deadline for material to appear in this issue coincided with the state funeral for Sir Edmund Hillary. As it happened so did a car trip, so rather than be distracted by the usual things such as work which frustrate radio listening, we were able to concentrate on the excellent coverage that Radio New Zealand provided, with the equable Geoff Robinson at the helm. It was certainly a time for contemplation of New Zealanders' place in the world, and the end of an era which started with Sir Edmund's being launched to instant fame with the ascent of Mt Everest. Some of you will have been fortunate enough to have known him, and even those of us who merely saw him at airports cannot help but have been touched by his aura. The vivid memory of the address, illustrated with coloured slides, he and his friend and colleague George Lowe gave at the old St James Theatre in Christchurch will stay with us, as will the sound of his instantly recognisable voice.

It has been a good summer for those not affected by drought conditions. We get a good one about every three years; last summer was certainly pretty awful right up until we left Tauranga on the First Light Rally, and the summer of 2005/6 wasn't wonderful either as memories of the Vero Rally to Invercargill will bear out.

The latest copy of the national journal of the Rolls-Royce Owners' club of Australia, *Præclarvm* has just arrived. As well as some articles which

will be reprinted in these pages with the kind permission of *Præclarvm*'s editor, David Neely and their authors, our fine technical expert Eddie Riddle has been honoured by the inclusion of his article on the restoration of his 1934 20/25 Barker Limousine GYD18. This article first appeared in our issue 05-5. The A4 format of *Præclarvm* does justice to Eddie's articles and illustrations, and it is good to see them in such a form.

Are you one of those people who carefully watches every "period" film or television programme for anachronisms? Diffidently driven cars, much too clean for the conditions under which they and their drivers laboured; twin tail lamps when they were not compulsory in Britain until the 1960s; and doors slammed rather than clicked closed are perhaps acceptable. Less so are obviously newer cars than the era being depicted. One recent film set in 1935 had the front brake hoses from a clumsy hydraulic conversion of a Lagonda sagging, whereas they should have been Girling rod brakes, and one perceptive reviewer noted of that film that the protagonist was listening to a 78 rpm recording of "La Boheme", but the Sir Thomas Beecham version being played was not recorded until 1956. Did we hear someone say "Get a life"? Well, in that case we might as well lament the way a lousy film must capture the talents of a Redgrave, a Dame Judy or Maggie, to bolster its pulling power but inevitably to show up the inadequacies and posturings of the current crop of actors.

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

## *The Six Pot Group Meeting 19 January*



*Linda and Robert Barbour with a jubilant Crescent wielding Philip Eilenberg alongside his B372MD whilst Peter Le Gros contemplates the next phase of operations.*



*Glynn Williams, Ed Pollard, Peter Le Gros and a proud Philip Eilenberg.*



*Philip Eilenberg and Peter Le Gros discussing finer points of his 4.6 litre 1951 Engine.*



*Kit Maxwell and Richard Hadfield discussing tyre wear and wheel alignment with Ed Pollard on his 1930 20/25 Three Position Drop-head GNS30.*

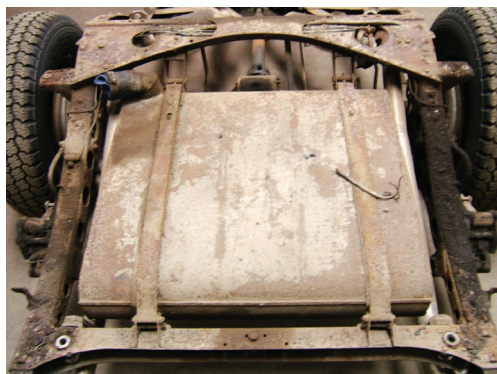


*Ed Pollard, Kit Maxwell, and Richard Hadfield enjoying the summer weather outside Peter Le Gros' workshop.*

[www.nzrrbc.co.nz](http://www.nzrrbc.co.nz)



***"Before and After" Photographs of Philip Eilenberg's B372MD***



*(Opposite) New 6-Pot attendee photographed B131MB in its natural surroundings last July.*



## ***“Before and After” Photographs of Philip Eilenberg’s B372MD***

Philip Eilenberg billed our first New Year event as an entrée. However, for the twelve six pot members whose appetite was whetted, it turned out to be a very satisfying main course.

Five first time attendees were – Aucklanders: Max Morris, Peter Morse and Glynn Williams, plus the Barbours who reside in Pokeno. Robert and Linda have their Wraith at an early stage of survey so they have a common goal with Dick and Naomi Neill, their Silver Wraith also nearer commencement than completion.

Peter Le Gros’s workshop at Rosebank Rd. was the venue and being just off the North Western motorway is quite accessible, particularly on a Saturday afternoon.

With two perfectionists such as Peter and Philip combining talents and resources, the result is this outstanding example of “MK VI” excellence, having now been returned to its original, and what was at the time a pinnacle of engineering attainment.

Although Peter’s main business is in “heavy marine of deep sea proportions”, he has an interest and much experience in our tiddlers of Veteran, Vintage, and Classics our group is fortunate to have Peter’s fund of knowledge and willing assistance.

Philip’s 1951 Bentley B372MD has the 4.6 Litre six pot motor and we will be delighted to follow further progress as the body and accessories are re-united with the now completed chassis.

The details and whereabouts of parts and services and overall knowledge Philip has acquired of this marque is available to help, and hopefully, inspire others to progress their restorations or improvements.

George Urquhart



## Central Region Report

### **Catching up**

The final event on the 2007 calendar prior to the AGM was a trip down memory lane with slides and a talk from Roger Lloyd followed by a supper prepared by Cathy and the family. A dozen or so members accepted Roger's invitation to meet at his home at Sevenoaks and we were treated to Roger and Cathy's customary hospitality. Roger has a great collection of pictures from the early days of the car club which we were privileged to share.

### ***The Christmas Dinner and Central Region AGM was held in Wanganui.***

This was a great weekend away for all those *out of towners* who attended. Our organisers, Ed Boyd and Alex Garrett, treated us to an entertaining and most enjoyable weekend. Special thanks to Ed for afternoon tea and to Alex for hosting the AGM and providing lunch. We are all grateful for another memorable event.

The 2008 committee is:

Chairman	Elliott Snelling
Secretary / Treasurer	Martin Taylor
Delegate to National Executive Committee	Martin Taylor
William Giesbers.	Roy Tilley
	Carol Snelling

The Committee has its first meeting on Monday 21 January 2008 and an indicative programme has been worked out for the year.

## Southern Region Report

### **PICNIC RUN 20 JANUARY**

Southern Region events have been infrequent since the secession of the Southern Region Executive in January last year to form their own club. Some of their events, where our members have participated either by invitation or by their being members of both clubs, have been reported in this magazine, but it is a pleasure to be able to report on a Southern Region event of the New Zealand Rolls-Royce & Bentley Club (Inc).

Michael Midgley is the owner of a fine S3 Bentley which has been in the club since the days when it was owned by the late Lionel Archer, whose times from Wellington to Auckland in it could not be beaten. Michael has a property at Rotherham in North Canterbury, and invited us to his home for

a picnic lunch. We were of course confident that the weather would be brilliant, and this was assured by Plan B, which involved moving into one of the large rooms of Michael's home, which was built around 1920 as Amuri County Hospital.

The event was advertised in 07-6, by word of mouth, e-mail, and printed forms



## Southern Region Report



*The first owner of WDC43 wore a spot on the arm-rest, so Mulliners made a neat leather repair before Henry Green took delivery in the early 1960s.*



*Birthdays being celebrated for (l to r) Bruce McIlroy, Stephen Fowler, and John Ferguson. Kate McIlroy supervises.*

to as many as we could manage to contact at this holiday time. If we missed anybody, we apologise.

20 January was bright and clear when we met at Belfast, on the northern fringe of Christchurch, for a 10 am start. The north-easterly wind which makes its presence felt after late morning was not yet on duty, and warm weather in North and inland Canterbury was anticipated. Six cars left from Belfast. They included Ian and Anne Scoggins in their 1974 Rolls-Royce Corniche Coupé, who have recently moved from Queenstown to Christchurch, and whom we look forward to meeting again at our events here. Anthony Dacre was in his newly restored S1, and an account of this car will soon appear in our magazine. It is certainly a credit to Anthony's hard work and trouble, is finished in the same colour scheme as the Works demonstrator used in the original brochure, and even sports BM1955 as its registration number. Keith Hunter drove his glorious James Young bodied Silver Cloud 3, which appeared on the cover of magazine 06-5. Because of his busy schedule Keith returned from Rotherham after just a short break, passing a similarly fully committed Stephen Fowler and his always spotless Silver Shadow II on his way back to Christchurch as Stephen drove north a tad late. John and Christine Ferguson were in their familiar Silver Cloud 2, and elected to take the longer, partially gravel, route north through Pyramid Valley. Ian and Anne Scoggins followed them, and Ian spoke of driving for an hour without seeing a car other than the Silver Cloud.

## *Southern Region Report (Cont from Page 11)*

Alternate route instructions for the Main Road and Pyramid Valley routes were issued, Michael having had them “on file”, but the checking of the inland route was done in reverse for reasons too obscure to delve into here. Suffice to say that a “left at T” become a “right at this road, or it might be the next, or the next, or....” and is a test of marital harmony which is easily failed. The photograph accompanying this account gives a good impression of these huge North Canterbury expanses, and the way the desert sand over astrakhan colour scheme blends into the landscape. Successive layers of limestone have formed the contours here, and archaeological discoveries from this area have included dinosaur bones as well as the more recent moa skeletons that were trapped in swamps.

The sealed route turned off Highway 1 at Waipara, to go through the Weka Pass, Waikari, and Culverden to turn right at “the red post” and arrive at Michael’s place after just over an hour’s drive, while the inland route took just over two hours.

The well established trees in Michael’s garden gave us good shelter from the unfiltered sun, and we were joined there by Henry and Joy Green in their superb Silver Wraith “Touring Saloon with Division” WDC43. This car featured on the cover of 04-5, when it was used to carry on a family tradition of collecting new members of the Green family from the maternity hospital. Emma Green, now a very charming young lady of some three summers, was present with her parents Brenda and Martin, and her brother Dylan, on their way home from holiday in Hanmer Springs, although not in the S2 this time. Bruce and Philomena McIlroy, along with Andrew and Kate, had also been in Hanmer, and joined us in their Silver Ghost.

After lunch we drifted indoors, after Michael’s low-key warning of the various hazards the unwary might meet there. In only three years Michael has transformed a very large structure and grounds into a beautiful home, but he stresses that it remains very much a work in progress. To give some idea of the scale of the project, the hall downstairs is long enough to produce an echo, or alternatively a cricket pitch.

That week in January we celebrated the birthdays of three local Rolls-Royce and Bentley stalwarts, and the Club provided the funds for a cake for John Ferguson, Bruce McIlroy, and Stephen Fowler. Joy Green also baked a delicious cake, and the photograph is an attempt to capture the event. Stephen bought his T-shirt in San Francisco, and pointed out that it could also be regarded as an exercise in boosting self-esteem.

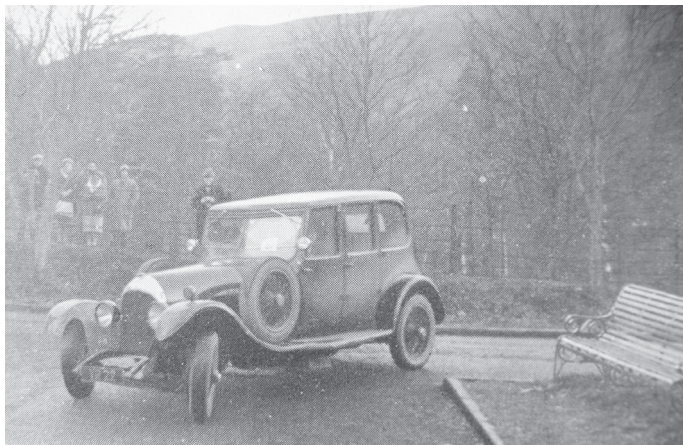
So passed a very pleasant day, spent in good company, surroundings, cars, and weather. Our thanks to Michael for organising the event and being such a charming host, and to all those who supported this important event.

ATK

See the photograph on Pages 16 and 17. From left in the foreground are Ian and Anne Scoggins, Christine Ferguson, Joy Green and Kate McIlroy (standing), Dylan and Emma Green, Philomena McIlroy, Bruce McIlroy in gent’s natty pith helmet, John Ferguson, Ramon Farmer, and Henry Green wrestling with the director’s chair.



## Some History



**Bentleys We Wonder About:** This car, YR22, had chassis number SR1418, engine SR1411, and was delivered with its Van den Plas saloon body to McKenzies Garages Ltd in November 1926. The photograph came from The Bulletin of the Vintage Sports-Car Club Ltd, Spring 1961.



Easter 1961, when the Ghost of Peter Pinckney (14KG) Lagonda 4½-litre of Ian McKellar, Bentleys 3-litre of Michael Haggitt, and 4½-litre of Willis Brown travelled to Haast. The late Ian McKellar is beside his car. Willis Brown took the photograph.

Another Willis Brown photograph, outside the late “Tommy” Thomson’s home in Dunedin. Scott Thomson is beside the Phantom II Continental 101RY then owned by his father, and Willis is beside his Mann Egerton bodied 20/25, later owned by Harald Rothschild, and now to be seen in the Talley Collection in Nelson.



As already described in the previous issue of this magazine, during its early years in New Zealand my R Type Bentley Continental was owned by Ian Maxwell Stewart of Wellington. During his ownership in 1971, the car was brought to a screeching halt on a Bentley rally to Mount Cook by a seized left front wheel bearing, evidently the result of a slightly binding brake, which had generated sufficient heat to burn off the bearing grease. Had the car been travelling at normal cruising speed, it could easily have left the road. Although at the time it was thought that once the bearing was replaced the problem was solved, it was in fact no more than the beginning of a tale of woe for a later owner, me.

Five years later and during my ownership of BC61C, it became necessary to check the front wheel bearings, which on inspection were found to be slack on the left stub axle, which in turn was seen to be not only severely discoloured, but extensively chipped, presumably resulting from the seized (and virtually welded?) bearing having been hacked off it. On testing, the axle was found to be seriously cracked, so I drove the car home very gently indeed, to await the arrival of a new stub axle and hub from UK, which were fitted in due course.

No doubt when the bearing seized, the generated heat would have caused so much distortion of the brake drum that some corrective machining of same would have been necessary. More recently, due to considerable eccentricity having developed in the front brake drums, I was obliged to have them machined lightly. Although there had always been only very slight brake fade under



*John King's photograph of BC61C at Greenhill.*

severe braking, quite substantial fade under severe braking became noticeable following that machining. As the drums were then so much thinner than standard I decided to purchase and fit two new front drums. Once delivered, said new drums were seen to be so much thicker than the originals, I can only assume that during the previous ownerships some other machining had been carried out. To say that new brake drums are expensive would be an understatement. Although actually made of steel they are priced as though made from gold, and 24 carat at that!

Although the brakes have always been excellent, with new brake drums and new linings fitted, the brakes are now truly amazing and exhibit no fade at all, even when tested under the most extreme conditions. An added bonus is the considerable reduction in the pedal travel, arising from the new centric drums. Without a doubt, once brake drums have been machined for centricity, they have a reduced capacity for absorbing heat, so are then even more susceptible to further heat distortion. A never ending cycle.