

Only a limited amount of grease can be applied to Mk 6 and R Type front wheel bearings, so regular checks are recommended to avoid a seized bearing. A very simple check, especially following any brake adjustments, is to park the car (safely!) in neutral with handbrake off, on a hard level surface. If the brakes are correctly adjusted, when given a slight push the car should oscillate slightly as it comes to rest. Another simple test is to feel the wheels after travelling a reasonable distance, to ensure they are just warm and not hot. If a wheel is hot, deal with the problem immediately. If a bearing ever seizes, check the axle, it just may be cracked.

A few years ago when I relined the brakes the linings were glued, as is the usual practice. When gently tapping a shoe into position I was horrified to see the lining pop off the shoe, so immediately had all the glued linings riveted at each end. Belt and braces. Should a lining come adrift under active service conditions, the result could be absolutely catastrophic, so riveting the ends seems to be a good safety first measure. If it can happen it will happen.

Here endeth the lesson.

Jim Sawers

Carbon Neutrality

This vehicle's emissions are offset
www.carbonneutral.com.au



In the most recent issue of the Silver Ghost Association's Journal, 'The Silver Ghost Tourer', is an article titled 'Carbon Neutral Silver Ghosts?' by Mermie Karger (USA). In it Mermie raises her concerns about the inconsistency of being conscientiously 'green' in all aspects of her life whilst driving a large 'gas-guzzling' vehicle. Whilst travelling in a Rolls-Royce one tends to attract more attention than when driving other cars. We've all had a bystander ask, "What mileage do you get?" and I dare say some of us in recent times have had pangs of conscience about the 'carbon footprint' of our cars. It may not be long before we get not questions from bystanders but criticism for wasting precious resources and exacerbating climate change by producing huge quantities of CO₂.

Mermie recalled how Neville Jordan (NZ) drove Silver Ghost 7KG in the 2007 Peking to Paris Rally as



a 'certified carbon neutral' car. Being carbon neutral means you have offset the carbon you are emitting by removing or sequestering carbon elsewhere. There are several ways of doing this but by far the easiest is to plant trees and the most efficient way to do this is to contribute to an organisation dedicated to this task. Neville Jordan purchased 'carbon credits' through a New Zealand government program. Mermie took his lead and for her car has donated to the Natural Lands Trust in Pennsylvania. Now they can say that their Silver Ghosts are 'carbon neutral' and have stickers on their cars pro-





Carbon Neutrality (Cont from Page 15)

claiming it.

Though the practice is criticised by some, I think this is a terrific idea. It won't save the planet but it helps raise climate change awareness and is bound to be good public relations for our cars and the clubs. I googled for 'carbon offset' and quickly found a research paper from RMIT that surveyed carbon offset providers in Australia. The paper gives good background information on this growth industry (pun intended) and based on its advice I chose two providers to offset not only my car use but my general carbon footprint.

Carbon offsets are surprisingly inexpensive – almost embarrassingly so. For my Mk VI's (B290MD) rather

low estimated annual fuel consumption of 800 litres of petrol the estimate is that eight trees need to be planted, at a cost of AU\$20.00. The entire calculation and purchasing operation can be carried out from the comfort of your internet-connected computer. All up for a single year I've spent/bought/donated \$300, and that's even tax-deductible.

Chris Gillings (NSW)

References: Neville Jordan: www.pekingparis.co.nz; RMIT Paper: www.global.rmit.edu.au/CarbonOffsets2007.pdf; My Providers: www.carbonneutral.com.au; www.greenfleet.com.au

This article came from Præclarvm 1-08, and is reprinted with the kind permission of its author, and David Neely, the editor of Præclarvm.



Bruce McIlroy's photograph appeared in 07-4, but is well worth reprinting in this context.

Appointment with Destiny



Never send to know for whom the horn toots. It toots for thee!

So many of our less fortunate friends have been heard to observe that the only ride they are ever likely to make in a Rolls-Royce, will be the last one. Whilst we, as owners and Club members, are not so deprived, nevertheless we would all like to think that our last ride will be in a manner in keeping with our adopted lifestyle, behind that famous radiator.

That being the case, the more technically-minded of us might like to know a little about the steps that have been taken to enable residents of Lower Hutt like myself, to maintain their standards to the absolute end.



This 1964 Silver Cloud III long-wheelbase saloon CCL77 was imported into New Zealand in May 1972 after spending some time in South Africa. The late Gavin Croft, proprietor of J R Croft Ltd, Funeral Directors, bought it in 1976

www.nzrrbc.co.nz

and had it converted into a hearse by Associated Motor Bodies Ltd of Palmerston North, under the supervision of their proprietor, Kevin Gale

The photographs below show how part of the roof, the rear window, the back seat and the boot lid were removed (where are they now? R.) and new panelling for an extended roof and



blind rear quarters were installed. The tail gate, complete with electric rear window, from an early 1970's Ford Falcon, was installed and is operated from the external handle on the tailgate.

The car has an electric floor which slides out with the casket on it. The mechanism for this was made by Gavin Croft himself, adapting the screw from a draw-leaf table, and connecting it to a 12 volt motor and reduction gear box built in under the floor. This can be operated from the driver's seat or from a remote control, once the tail gate has been opened.

Adaptation of a conventional (?) saloon car has necessitated some rearrangement of necessary equipment. The rear side doors still open and give access to the battery which is hidden in a compartment behind the driver under the deck. The space on the near side is devoted to storage of funeral signs, umbrellas etc. The spare

Appointment With Destiny (Cont from Page 19)

wheel is in the usual position under the rear of the car but it is raised and lowered by a cable mechanism, operated by a handle inserted into a fitting at the rear of the deck.

Alterations to the rear panels meant that the original tail lights and turn signals could not be used so they were replaced by light assemblies from a Chrysler Valiant AP5. Other additions include a black vinyl roof and chromed dummy landau irons which are a



feature of interest on the otherwise large blind rear quarters. The final paint scheme is a dark metallic grey which looks very good without being too formal.



Acknowledgements:

My thanks go to Doreen Croft, Stephen Hilliard and Robert Sinclair of J R Croft Ltd, Funeral Directors of Lower Hutt, for their time, and for access to their car and to their company records.

Acknowledgement is also made to John R Schmidt for information in an article he wrote for an unidentified American funeral directors' journal some 10 or so years ago.

Roy Tilley,
Technical Liaison Officer,
New Zealand Rolls-Royce & Bentley Club Inc.

Membership Changes

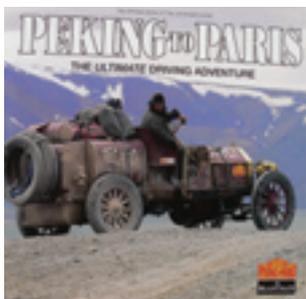
We welcome the following new members:

James Jefferis and Mark Brown
441 Papanui Road
Strowan
Christchurch 8052
1973 Silver Shadow SRH 13721 MM 76

The following resignation is accepted with regret:

Dave Hotter

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



**“PEKING TO PARIS
THE ULTIMATE DRIVING
ADVENTURE
THE OFFICIAL BOOK OF THE
CENTENARY EVENT”**

By Philip Young

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Veloce Publishing Ltd is an energetic firm, with an array of motoring books to tempt most explorers of their web site. Their paper stock is of excellent quality, well able to reproduce the high definition of the photographs provided, while the “square” page format means that in most cases the pictures do not run over the centre fold, a problem which mars so many otherwise fine books in portrait

form. We are really fortunate in the low acid paper now being used, and the more regretful that many now classic motoring books were afflicted by poor paper and photographic reproduction.

Philip Young is an experienced competitor in, and organiser of, ambitious inter-national motor rallies, and his breezy reporting style makes your reviewer sure that he was the “Syd Stelvio” who provided the daily reports on the Peking to Paris web site during the Challenge. With 130 entrants, there are at least 260 detailed articles, if not books, which could be written, and this book tantalises. It comes somewhere in between the DVD so far available, with an affable if somewhat patronising chap who puffs and pants his commentary from a bicycle, and the full account written by Northern Irish competitors Geoff and Penny Rawlings of their trip in their Talbot 95 published in the Ulster Vintage car Club’s magazine.

The chief merit of *Peking to Paris, the Ultimate Driving Adventure* lies in the superb photographs, taken mostly by Gerard Brown, and in their reproduction, utterly unpixellated, by Veloce’s process (by Apple Mac) and printing (in India). Just how Gerard Brown was able to be in the right place at the right time to record every image of every car, as well as the mood of each character depicted, which in many cases fairly leaps off the page, is quite mystifying. A great deal of time can be spent, for instance, absorbing the 250 mm by 250 mm photograph on page 111. It shows the co-driver of the oldest car on the Challenge, a 1903 60 h.p. Mercedes, changing a rear tyre, but so much more!

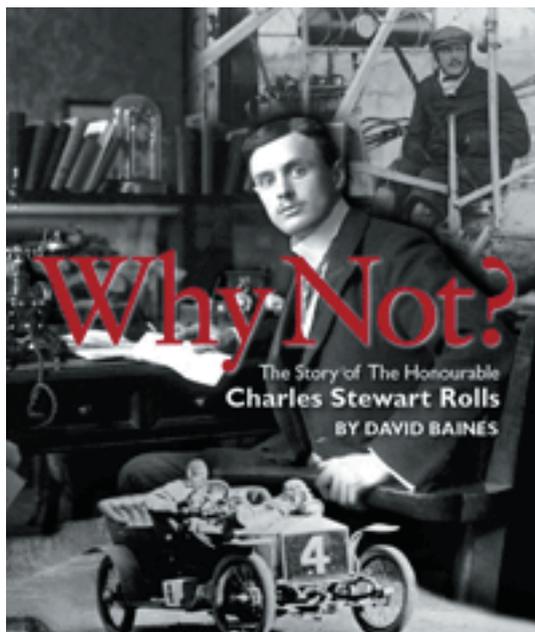
Good photographs of our own Neville Jordan and Bruce McIlroy are provided, as well as reports and photographs of the other Rolls-Royces (Ghosts, 20 h.p., 20/25, Phantom III) and Bentleys (3-litre, 4½-litre, 6½-litre, Speed Six, 8 litre, 4¼-litre, R-Type) which took part. Wallace McNair and Anne Thomson from Morrinsville regarded the Challenge as a touring event in their Delage D8, but still achieved a bronze medal.

There is a daily report, written in the present tense; a brief contribution by each competitor, beside photographs of each car, of the high and low spots; a

photograph of the organising crew; and a full analysis of each competitor's time in each event, for which a long ruler is needed.

Many hours of fun in the comfort of our living rooms can be spent in gaining some appreciation of just what the competitors and cars went through on the Peking to Paris Challenge. Recommended.

The review copy was kindly provided by Veloce Publishing Ltd, and is a worthy addition to the Club Library. A.T.K.



Why Not? The Story of the Honourable Charles Stewart Rolls by David Baines. Dalton Watson Fine Books, 2007. 308 pages, 300 illustrations. Hardcover, slipcase. ISBN 978-1-85443-224-7. £49

While Rolls is mentioned in all sorts of books, there are only a few monographs solely about him. And of those few, this one is the most multi-faceted in terms of the breadth of its approach and in terms of combining text, photos, and mementos. It surely is also the most opulent one, having received the full Dalton Watson treatment of excellent paper, smart typesetting, and beautiful presentation - if only every book were so lucky.

The author's intent is to more fully establish Rolls in the pantheon of motoring and aviation luminaries. The book paints a richer picture than previous ones through contemporary accounts in the press and by personal acquaintances but it adds nothing new to the record, either in terms of fact (although there is a reference to the Rolls Light car, the seemingly well-received but short-lived "Populaire" of 1903, a rebadged French [Lacoste et Battmann] product. None survive.) or interpretation. Par-

ticularly, the dynamics of the relationship between Rolls and Royce—vastly dissimilar dispositions—remains as unexplored as ever. On the photographic side, however, there are images not previously published (from the C.S. Rolls & Co. album) or not widely known (from the Royal Aero Club set of CDs of archival material released last year). Readers new to the subject will

certainly find here a thorough account of this “unsung British hero” who was at once shy and an inveterate self-publicist. While all quotes are attributed to a source, not all have dates.

Appended are reprints of speeches and articles about and by Rolls. Index. Review courtesy of *The Flying Lady*.

Obituary



A Tribute to
John Webb de Campi
by

Barrie Gillings (NSW)

Although John de Campi lived and worked in the USA, he was a major contributor to Rolls-Royce and Bentley literature and wrote the definitive book on Springfield Rolls-Royces. He was a contemporary of, collaborated with and was the US equivalent in erudition and output, of our own Tom Clarke. John visited Australia to attend the Overlander and RROCA Federal Rally in Melbourne in 2004. His report in the RROC Inc magazine, ‘The Flying Lady’: ‘Around the World to Australia’, (p 7398-7405) is entertaining, accurate and profusely illustrated, with shrewd observations on how things are a little different in Australia. He liked us, and we liked him.

John Webb de Campi (1937-2007) was a unique Rolls-Royce enthusiast, and a RROC Inc member for nearly 50 years. I first met him in 1958 when he was a student at the Rochester Institute of Technology, majoring in photography. I was a postgraduate dentistry student at the University of Rochester. Rochester was also the home of the other Johns: McFarlane, Editor, and Utz, Associate Editor of the Rolls-Royce Owners’ Club of America’s, ‘The Flying Lady’.

The Johns, McFarlane and Utz welcomed me as a founder and overseas Vice-President of the recently formed (1956) Rolls-Royce Owners’ Club of Australia. John de Campi was admiring a Springfield Silver Ghost, parked on Main Street, and made himself known to its owner, John Utz. So Utz introduced him to my family, and John de Campi and the Gillings became firm friends.

Our major co-operative activity was an investigation of the Selden story. George Selden had patented the gasoline automobile in 1877. This ambit claim could never last, and was eventually defeated in a legal action

by Henry Ford. But John and I could sense that there was a story here, and we interviewed George Selden's surviving 80 year old sons, who lived near Rochester. This resulted in an article in a 1961 'Veteran and Vintage Magazine', edited and managed by Edward, Lord Montagu. An update of this article is in preparation.

John attended the frequent student parties at the Gillings', who had a real house, with lots of space, unlike the 'digs' of most students. Our social interactions extended to ski trips, car rallies, races and such. John Utz had purchased a 20/25hp, and John and I were appointed as the drivers of this vehicle from New York City to Rochester. The down trip in McFarlane's Cadillac went well, but a massive snowfall shut down our return trip on the NYC-Rochester Freeway. Utz had a plan, as he usually did, and led us on a route via back roads, which by-passed the closed expressway. At nightfall, and far from home, we avoided frostbite by lifting the 20/25 floorboards. As John said: "Forget the carbon monoxide, I'm cold!"

He had a puckish sense of humour. I once gave him a cabin trunk, and when we were carrying it to his station wagon, he kept talking, in his booming voice, to a supposed person inside: "be patient, it's not far now... don't worry, we won't drop you...if you need more air, just yell..." I was worried that the passers-by might call the

police.

In 1963, he purchased, in Maryland, the 1923 Springfield Silver Ghost Salamanca Cabriolet, 329XH, that he fell in love with at first sight in 1957. He still owned it when he died. In 1965 he added the 1938 Bentley 4¼-litre Vanden Plas Sedan Coupe, B167LE, to his collection, plus others he bought and sold over the years. He also had a Phantom I and a Phantom II.

A lasting memorial to his talents is his authoritative book, 'Rolls-Royce in America', which has become a collector's item. He is also remembered with great fondness by folk who sought handbooks, reference books or hard-to-get tools for their cars. He collected both, and arranged for the manufacture of some of the latter. The UK Contributing Editor, Tom Clarke, attests, from personal experience, to John's incredible generosity with his reference material and his knowledge: "Whenever I started to research a topic, I'd put the idea, or a draft, before John and he'd come back with scans from his collection, first hand knowledge and useful links."

We kept in touch after I returned to Australia, and I followed his increasingly important role in the RROC Inc with great interest and admiration. He was on the Board of Directors for some time, served as President in 1976-77 and founded and served on the Rolls-Royce Foundation Board. He was appointed a Contributing Editor for

'The Flying Lady' in 2000, was 'up-graded' to Historical Features Editor in 2004, authoring more than 50 articles. Despite the recurrence of his cancer, he kept writing articles, two in 'The Flying Lady' Issue 07-1, two in 07-2, two in 07-3 and an even more astonishing three in 07-6. He did not live to see his last efforts in print. He died three days before Sabu Advani e-mailed 07-6 to the editorial staff. But John had already had his reward. He wrote them.

His life partner Robin and daughter Alex, also a gifted author, were at home with him at the end. He was unique, and we may not see his like again.

He died 10 November 2007.

This Obituary came from Præclarvm 1-08, and is reprinted with the kind permission of its author, Barrie Gillings, and David Neely, the editor of Præclarvm.

The Phantom II and the Riley Monaco

This article is reprinted from Præclarvm with the kind permission of its author, Mike Bramwell of Queensland, and David Neely, the Editor of Præclarvm.



65GX, an early Phantom II, the subject of this article

Perhaps when I first saw 65GX, a 1931 Rolls-Royce Phantom II Continental (pictured above), I was drawn to her through some obscure Riley link without realizing it. Was this the Rolls-Royce that Stanley Riley would have built or was it the Riley that Henry Royce would have built? There are obvious styling cues that appear to belong to Riley's Monaco although on a vastly different scale.

Ownership leads to the desire for history and as it turns out the link is referred to in many publications on Rolls-Royce history. www.nzrrbc.co.nz



The Riley Monaco II, the second stage in its evolution, from the Riley 9 Overseas Catalogue, 1929

The Rolls-Royce designer of the time, Ivan Evernden, recorded the origins of his design in a number of articles. 'The Rolls-Royce 40/50hp' by W J Oldham (1974) contains the most comprehensive information.

Royce became impressed by the intelligent thought which had led to the design of the new close-coupled body and the most outstanding British example of this type of motor car at the time was the Riley 9. He decided to build a performance version of the Phantom

The Phantom II and the Riley Monaco (Cont from P25)

II chassis by reducing its wheelbase and bringing the rear seating in front of the rear axle line. With continental-type springing and extra shock absorbers he intended to produce a model suitable for sustained high speed continental touring for the owner driver.

Before starting on his own designs, he decided he would like to have a Riley Monaco of his own, so he asked Ivan Evernden to purchase a car for him from the Riley agents in Guildford in Evernden's name and not to mention Royce at all. Ivan returned with a Riley 9 Monaco saloon bearing the registration number GW3226. They evidently had a

lot of fun with this car pulling it to pieces and thoroughly examining the chassis and seating accommodation.

So apart from the obvious external similarities, 65GX has recessed rear footwells and a lower more sporting build compared with more usual Phantom IIs. Of the 281 Continentals built, only a few wore this body style of the prototype; the vintage style quickly becoming superseded by heavier styling of the thirties.

Many years on 65GX shares garage space with several Rileys.



The driving compartment of UK3285, shows the central throttle pedal which caused your editor some problems during his memorable drive.

Since a group of some 30 mostly overseas "W.O." Bentleys are touring the South Island as we go to print, it seemed a good time to remember one frosty day last July when a group of us travelled to Annat, near Sheffield in Canterbury, to meet Donald Wright and some of the Bentleys his late father, George, had accumulated over the years.

The Van den Plas 4 ½-litre roadster, chassis UK3285, was delivered new to the Hudson family in Dunedin, and had several owners between 1946, when they sold it, and when George bought it in



Glynn Williams took this photograph of B131MB while it warmed up before our drive.

December 1960. Anthony Dacre did a fine report on this car in our magazine 01-5.

The Harold Radford Countryman is the fifth of nine Mark 2s built, and is on 4 ½-litre Mark VI chassis B131MB. The chassis was delivered to Radfords on 15 October 1951, and to its first owner on 27 May 1952. At a mileage of 136,000 it came to New Zealand in May 1969, and by 1971 the late Dave Bowman owned the car. When he bought BC61C in 1973 (see Jim Sawers' article in this issue) he sold the Radford car to George Wright.

Holiday Snaps



John King's photograph of SBH10636 at Taeri Mouth, Otago, January 2008.

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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.

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



FOR SALE: 1934 Rolls-Royce 20/25 Chassis GUB80 Coachwork by H.J. Mulliner. Sunroof, divider window. Recent restoration, new engine, tyres, wheels, brakes. Custom Alpine stereo and trunk. Complete history and library. \$105,000. Can be viewed at Keri Keri. Call evenings after 6 or weekends 021 1703730

FOR SALE: Rolls-Royce Silver Wraith II registered December 1978. One of four examples in N.Z. Black Everflex roof over silver. 71,000 miles only. All original, a most attractive car, present owner past 21 years. Respectable offers invited. Roger Lloyd (04) 477 2527

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

FOR SALE: 1971 Rolls-Royce Silver Shadow. Good condition in deep blue, top half re-sprayed. 4 new white side-wall tyres. Car is on Norfolk Island. For more information contact Juliette Cooper (03) 385 4941. Price \$AUS8500.

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

For Sale: 1949 Bentley Mk VI BIOEY, NZ New, 4.¼ litre, 164,000 miles. Huge amount of work done by me with interior by Vintrim and chrome work by Otahuhu Chromeplaters. Lots of photos taken. Ownership papers, original tool set in tool box under dash and original working radio.

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