

New Zealand Rolls-Royce & Bentley Club Inc

Issue 08-3, 2008



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Left unfilled at present by our new
streamlined Club organisation

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To be advised

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Front Cover: The Ellis Family's 1928 Rolls-Royce Twenty GTM28 being driven by Vicky Ellis at Manakau, April 2008. Photographs in this issue are by your editor except where noted.

See the article on Page 18 of this issue.

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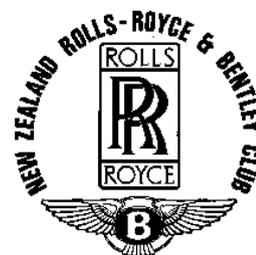
Membership

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)

CONTACT: Membership Registrar
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Email: watcher@pl.net



or
www.nzrrbc.co.nz,

then **APPLICATION FORM**

Club Shop

BOOKS

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

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

NZRR&BC CAR BADGES

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

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

CHASSIS RECORDS

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

ADVERTISING – pages 21 to 24

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

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

Club Calendar 2008-3

Northern Region

Mid-winter Run and Lunch on a Sunday yet to be finalised in August to the Mariposa Palm Café and Nursery, Point Wells near Matakana.

Labour Weekend Away – 25 to 27 October

Northern Region AGM and Dinner – 16 November at Romford's.

Central Region

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

August or September Wairarapa Home Visit for daffodils. See *TOTC* for details.

AGM in November at Southward's

2009 National Rally Following the very successful First Light Rally organised by the Northern Region in March last year, the Central Region has agreed to organise the 2009 National Rally. Serious planning has started, and we welcome suggestions from all Club members.

Southern Region

Friday 4 July 7:30 p.m. A Meeting has been convened at 191 Sparks Road, Hoon Hay. Our new National Chairman, Richard Hadfield will be present to chair the meeting, and we will elect a Southern Region Chairman, Secretary, Treasurer and Committee. Hilary and Tom King look forward to welcoming all of you who can be present. Please RSVP to (03) 339 8309 or the.king@xtra.co.nz

Rolls-Royce Enthusiasts' Club – 25 Register New Zealand Tour 2009

The RREC 25 Register covers the following models:

- 20/25
- 25/30
- 25/30 Wraith

A New Zealand wide tour has been organised as follows with 16 cars taking part from three countries. We will be represented by Richard and Lois Hadfield in their 1930 20/25. The itinerary is as follows with the tour starting on Auckland Anniversary weekend:

22nd January - Auckland, 3 nights.

25th January - Rotorua, 2 nights

27th January - Taupo - 1 night

28th January - Napier - 1 night

29th January - Wellington – 2 nights

31st January - Nelson - 2 nights

2nd February - Kaikoura - 2 nights

4th February - Windwhistle - 1 night

5th February - Hokitika - 1 night

6th February - Franz Josef - 2 nights

8th February - Wanaka - 1 night

9th February - Queenstown - 3 nights

12th February - Dunedin - 2 nights

14th February - Cromwell - 1 night

15th February - Tekapo - 1 night

16th February - Christchurch - 3 nights

The Northern Region Six-Pot Group is organising an Auckland district orientation pre-tour run on Saturday 24 January and all Club members are invited to a dinner that night with the tour group.

If any members around the country would like to meet with tour group at the various locations this can be arranged.

Club 40th - From Roy Tilley

At the Napier AGM I was tasked with confirming the date of founding of this Club. An article written by our founder, Roger Lloyd in the December 1992 magazine confirms that it was in 1971, the first major event being on Queen's Birthday of that year. Therefore we are looking at a 40th anniversary in 4 years' time, so perhaps we should be starting to think now about how we are going to celebrate it. Regards, Roy.



Mainland Comment

If anyone has anything nice to say about winter, let's hear it now. For a while your editor used the excuse that the long evenings were nice, but somehow the light, in these days of energy-efficient light bulbs, is never the optimum for reading. Finding the right combination of glasses and light (not to mention heating) sources makes work in the garage somewhat less than attractive, so should one revert to grumbling about the paucity of good television, or develop conversational powers of scintillating skill? Suggestions are welcome, as are topics of a non-political and not of a self-fulfilling prophetic nature, so that loved ones do not have to resort to brow-clutching or eye-rolling.

The more observant of our readers may have noticed the new format of this magazine. Since the formation of our Club the A5 format has been the standard, but with the development of digital printing, and the enhanced photographic quality that can be so achieved, the logical next step to an A4 format was suggested by members of the Club's National Executive. This was approved by the new National Executive at their meeting which followed the Annual General Meeting on 13 April. The new size will apply for a trial period of one year.

The larger format will give us far more scope for substantial articles and features, as well as presenting challenges to actually produce the goods. It is hoped that 24 pages of A4 will cost us little more than extra postage than 32 pages of A5. As usual your ideas and contributions will be gratefully received.

As the Club develops, so members make themselves available for organisational posts and the challenges that they present, and at our Annual General Meeting on 13 April a new National Executive was elected in a smooth transition. This was made the smoother by several individuals moving within the National Executive to new roles, so that there are few people who are actually retiring. Rod Newport did not elect to stand again as our Chairman, but his role as Immediate Past Chairman is already becoming one which is enhanced by his wisdom and experience in the



Chairman's role. Stephen Atkinson has retired as National Treasurer, as has Ralph Atkinson as Membership Registrar, and their work in these challenging roles has been much appreciated. Naomi Neill has been a hard-working National Secretary, and will no doubt be as effective in her new role as National Treasurer. Eddie Riddle has retired from the position of Vice Chairman, but his wisdom will continue to enhance our Club from his technical articles. Dick Neill is our new Vice Chairman, and Rob Carthew has stepped up to the role of Membership Registrar; both gentlemen served last year on our National Committee. Thanks to all of you. It has been a pleasure to know you and to work with you.



Berwick Taylor's 1939 "MX" Series Bentley pictured at Ashburton on 23 February. There will be a feature on this glorious car in 08-4.

New Chairman's Address

The A.G.M. this April was the usual well run affair with few surprises except that no one qualified to stand as Chairman under the provisions of the constitution wished to be nominated. Under that provision, a candidate should have served at least one year on the National Executive. If that situation arises, a non qualifying member may be nominated. That was me and with no opposition I was what is known as a "shoo in".

To introduce myself to those who do not know me, I have been a member for about six or seven years. Lois and I have owned two Shadows, two Spirits and two Turbo "R"s. The most recent Turbo "R" is still with us.

My big project has been the restoration of our 20/25 Brewster sedancalette with a complete body off job over a couple of years. That car has served us well for about fifteen thousand miles over

four and a bit years.

I have been active in Northern Region events and served a year on the Northern Committee and also on the 2007 Constitution Review committee.

I have been Commodore of one of the largest Yacht Clubs in New Zealand and am very familiar with meeting procedure but I have to admit that running our National Executive meetings by Teleconference calls scares me rigid.

I have set out a few ambitions for my term in office, the first of which was to find some way of bringing back into the fold, the group of South Island members who decided to resign and start their own club. It must be said that our lack of understanding of their wishes led to this action and the late Ken White had been telling us this for a long time before he died.

I have already had several contacts with members of this group and I have to tell you that there now seems to be little common ground on which we can agree. They are perfectly happy in what they are doing and far be it for us to tell them what they should want. I want to emphasise that we should work with them wherever we can for after all we both share the same wish to preserve and promote the two marques and enjoy the use of them. I, as chairman of this club, will do all in my power to assist them.

My other objectives include:-

First – to get into the hands of members, a current list of all our members. I have been working till now with a list dated November 2004 and that is not good enough. Second - we have had wrangles over our constitution for some time.

I am aware of at least three proposals in as many years and the matter must be brought to some conclusion. One of the primary difficulties with the present one is that we have no formal dates for membership to become due for subscription and then to become overdue and finally to cease membership. This gives rise to members at the A.G.M. who may or may not be financial and who may or may not be eligible to vote. There are several other areas which need streamlining.

Another interesting thing to come out of the A.G.M. was the nomination of Eddie Riddle for the position of Technical Officer. Roy Tilley continues in that position but the voting was bigger than I expected and closer than I expected. This set me to thinking that maybe

The Bentley State Limousine at Windsor Castle on the occasion of Sir Edmund Hillary's Memorial Service there in April. Angela Edgington took the photograph, and H.M. Queen Elizabeth may be seen.



we have room for two areas of expertise. There is a clear cut off at the end of the Cloud I seeing the end of the six cylinder cars. The success of the recently formed "Six Pot" group reinforces the need for mutual assistance for that group of owners. I intend to raise, at the next executive meeting, the idea of appointing a second Technical Officer so that each may work in their own area of expertise. Clearly there will be areas of common ground but this is not meant to be competitive. It must be co-operative.

I would like to pay tribute to recent chairmen who have preceded me. Rod Newport has overseen a time of consolidation and Peter Morelli before him spent untold hours to ensure the success of the club especially in the monumental task of running the 2004 Centennial Rally. To both of them we owe a great deal. I hope to look back on my time in office as having come close to their example.

Drive carefully.

Richard Hadfield.

Do You Remember Summer?



More from the "W.O." Bentley Tour, and the Open Day at Bruce McIlroy Ltd, Ashburton, 23 February 2008.

1929 4½ litre Engine and Chassis FB3305, originally an H.J. Mulliner saloon. It spent some time from 1938 as a member of the Metropolitan Police Flying Squad. Now owned by Tony and Joyce Lang of Britain.



An alternative use for a 3½-litre Bentley when we can no longer afford to run it? Bruce McIlroy is seen to the right of Bruce Carey's Park Ward saloon B166FB.

Annual General Meeting Weekend

Organised this year by Merv Warner and Colin Trowbridge, New Plymouth was the chosen venue, our base being The Autolodge.

All the hallmarks of a Club outing's approach were in place: petrol rose in price, and the weather set fair. Your reporter was fortunate enough to be riding in Glynn Williams's Mark VI Bentley B. Since Glynn knows the route to Taranaki so well, we crossed to the west side of the Waikato River at the earliest opportunity to enjoy the almost empty roads through very pretty countryside, emerging onto Highway 3 just west of Ngaruawahia.

The obligatory stop was made at Otorohanga to visit the menswear shop where "real blokes' stuff", in the words of Lois Hadfield, is sold, and George Urquhart had obviously called there too, for he sported one of the hats that the brothers who run the shop (featured recently in Radio New Zealand National's *Country Life*) designed.

We had a longer stop at Mokau, for the left rear tyre was steadily losing pressure. The original jack chose that time to decline to lift the car, so we had a pleasant wait for the Automobile Association man to come from Katikati. Their service is really above reproach, really essential if one is to run an eccentric car on outings far from home, and their representative seemed happy to have had a few hours away from the workshop to watch the Bentley's crew expend pent-up energy on a rather efficient wheel change, if we do say ourselves. We drove quietly to New Plymouth now with one cross-ply tyre, and were in time to catch a very good tyre firm still at work. A new tube was quickly installed, so that the car was back on its customary radial tyres.

There was a flurry of activity at The Autolodge, with some familiar faces and cars in evidence. The hotel was probably typical of its genre, with an array of good features (heated indoor swimming pool; quiet rooms with a view out to the coast; and a pleasant bar area) vying for attention to offset the bad features (the usual



Friday evening and the Silver Ghost team are removing all traces of its journey from Ashburton to New Plymouth.

with a swing). The Autolodge is owned by sometime members of our Club, and there are rumoured to be three Silver Ghosts in the family. It is a shame that none of them was brought out during the weekend.

As it grew dark that Friday evening we gathered in the bar for drinks, and the usual New Zealanders' flair for furniture rearrangement was evident as we tried to incorporate space for every new arrival. The quiet throb of a very large engine brought most members out to welcome a delegation from the Southern Region. For some time Bruce McIlroy had planned to attend the AGM, and as it is too far from Ashburton to enable no school days to be missed, Philomena, Andrew and Kate stayed home. Their places were taken by Stephen Fowler and Michael Midgley. Michael's presence was enabled by the arrival of other family members who were able to relieve him of care responsibilities, and he drove through the inland route to meet the Silver Ghost at Kaikoura on Thursday afternoon. The Ghost and its crew seem to have encountered many adventures between Wellington and New Plymouth, but it was difficult to learn much of them because the crew would dissolve into laughter. We do understand, however, that to travel north from Wellington, Island Bay is not on the recommended route, and the very large diameter of the Silver Ghost's turning circle was demonstrated after a construction van was inadvertently followed onto the wrong side of the "witches' hats" denoting the presence of road works near Wanganui.

Aswift yet thorough cleaning of the Silver Ghost was undertaken, and then a reporter and photographer from the *Taranaki Daily News* arrived. The Silver Ghost and its crew were whisked away for some photography and an interview, after which many of us crossed Devon Street to eat far too much of the smorgasbord available there. A post-prandial walk seemed a good idea, and after a group spent some time watching the police set up their check point in a strategically placed dip in the road, they walked along the fine board walk which the New Plymouth City Council have thoughtfully built along the coast. It was a mild evening, and what a pleasant walk it was.

The Taranaki Daily News was delivered to our rooms on Saturday morning, and the front page result of last night's interview would have to be in the running for the prize awarded to the account with the most errors per word. Quite who Mr McElroy and Mr Burton are was not explained, but their names did crop up frequently during the weekend. Someone did comment that



David and Beth Merryweather in their Cloud 2 cross the new bridge over the Waitara River.

nasty radio which seems incapable of receiving Radio New Zealand National, let alone Concert FM, but will oblige with a fine selection of noxious commercial radio stations; no coffee plunger; dodgy wiring with probably illegal extension cords; internet connections, or lack of them, that defeated guests, the computer that your reporter had ill-advisedly lugged with him, and desk staff; cramped \$110 rooms whereas at least one \$85 room had enough space for a small cat to be at least threatened

the reporter seemed very fond of the photographer, so perhaps the spelling and fact gathering bits of her mind weren't being used.

After a communal scratching of breakfast without coffee, we gathered at 9 a.m. for the scenic run. The instructions and additional information were excellent, which made it the more unfortunate that we seemed to make a very slow bumper to bumper convoy north through the surprisingly busy New Plymouth environs. Eventually an opportunity arose to break the flow, or lack of it, and we were able to appreciate the very beautiful Taranaki countryside, with the volcano at that time utterly lacking in any snow covering.

During a chat, a local resident mentioned the funding for the new one-way suspension Bertrand Road Bridge over the Waitara River that we would shortly be crossing. Donors paid \$100 for a plank, on which their names are carved. A bridge had been first built in 1897, but had been destroyed some years ago, so its reconstruction has been of great benefit.

Our lunch stop was planned at Tawhiti Museum. This is a private museum sited in one of the redundant dairy factories that are so much a part of the New Zealand landscape, and is quite



The immaculate Silver Shadow belonging to Rose and Tiddley Cox at The Autolodge, New Plymouth.

superb! A previous Club rally incorporated a visit five years or so ago, and certainly the museum would repay successive visits. Innovative dioramas and scale models convey a quite uncanny sense of the Taranaki landscape as it was up to 150 years ago. In the full size exhibits the features of volunteers are incorporated in activities their ancestors would have been busy at. One diorama shows a Waikato war party of 700 or so from the 1830s, and although there was not enough time to count them all, every warrior, dog, and supporter seems to be present. The stream being forded has the black Taranaki sand, a nice touch.

As we worked our way south and west around Mt Egmont/ Taranaki we called at another old factory which has been converted to collect and restore Citroëns. The mortal remains of very unwell Citroëns lie on the ground around the premises, with an uncountable number, from Light 15s and Big 15s onwards, stored indoors. From there they make progress through a restoration progress where the work appears to be of a high standard.

At Manaia we visited a button museum, subject of an unfortunate misspelling on the Rally instructions, so we won't make the very obvious bad joke, and then at the tiny town of Kaponga we visited another car restorer, where an impeccable restoration for an overseas client was in progress. This car was a very large

Fiat of great refinement and many innovative design features.

Your reporter failed to visit the possum skin factory, as a complete circling of the mountain was the aim, to arrive back at the motel in time for a wash and polish before gathering at 6 for drinks before our dinner at The Autolodge at 7. The dinner was, as usual, a festive occasion with good company.

Unfortunately, Jim Sawers, who had attended the weekend with his son and grandson, had to depart in the R-Type Continental for Hawkes Bay early on Sunday morning, so missed the Annual General Meeting.

On Sunday morning tea was served in the Conference Room at The Autolodge at 10, and at 10:15 Bruce McIlroy showed the 26-minute DVD of the 2007 Peking to Paris Challenge. This was entertaining, but far more so was Bruce's talk which followed, and his responses to questions.

Many points and anecdotes which weren't in the account published in 08-2 were mentioned, some of which follow:

134 cars started at Peking, and 34 of those did not emerge from Mongolia under their own power. This included a very beautiful Type 44 Bugatti, which was replaced for the Paris arrival by a Type 35.

The angle grinder used in the repair of 7KG's broken front spring in Mongolia had bare wires connecting it to the power source. That workshop had 70 cars through it in one day.

Neville and Bruce shared the driving 60/40%, with 2-hour stints on the longest days. The level of navigational concentration needed to cross-reference the many amendments to the instructions meant that anything other than a state of heightened alertness was out of the question. Interestingly, the tyres on 7KG, Neville's 1922 Silver Ghost, were still up to Warrant of Fitness standards on its return to New Zealand.

Scrutineering "to FIVA Standards" in Beijing took 30 seconds. The "Fangio Replica" Chevrolets, so popular among competitors, had leaves removed from their springs, and this made them handle well on sand and rough surfaces, but on sealed roads they were quite awful.

Bruce's account was very well received by an appreciative audience, and the effort he and his crew made to drive the Silver Ghost from Ashburton to the AGM and home again must surely have "made" the weekend for us all.

The Annual General Meeting got under way some time after 11 and lasted only 20 very amicable minutes. 35 members were present, with apologies received from another 23 members. It is worth noting that our Club comprises 299 members, comprising 175 in the Northern Region, 81 in Central, and 43 in Southern. Very sincere thanks are due to our retiring Officers, who have left the Club the better for their efforts. They are:

National Chairman	Rod Newport
Immediate Past Chairman	Peter Morelli
National Vice Chairman	Eddie Riddle
National Secretary	Naomi Neill
National Treasurer	Stephen Atkinson
Membership Registrar	Ralph Atkinson

Regional Secretaries, Chairmen, and Delegates will of course remain the same until the Regional AGMs later in the year, and these are on Page 2 of this magazine.

An Election was required for only one position, that of Technical Liaison Officer, for which there were 2 nominations. Rod Newport's room at The Autolodge had resembled a paperchase course, but he eventually counted the Postal Ballots to declare a very close finish between Roy Tilley, the successful nominee, and Eddie Riddle.

The other new Officers, elected unopposed are:

National Chairman	Richard Hadfield
Immediate Past Chairman	Rod Newport
National Vice Chairman	Dick Neill

Annual General Meeting Weekend (Cont ...)



Rod Newport has just awarded Bruce McIlroy the Sir Walter Norwood Centennial Trophy for the Overall Best Car in the 2008 Annual Concours d'Elegance. Philip Eilenberg's photograph.

National Secretary	Philip Eilenberg
National Treasurer	Naomi Neill
Magazine Editor	Tom King
Membership Registrar	Rob Carthew

Committee Members will probably not be needed, in an effort to "streamline" the National Executive. At the National Executive meeting which followed the AGM our new Chairman stated his dislike of protracted telephone conferences, so we look forward to a year when the Club's expenditure should be minimised.

The Financial Report indicated that the Club is in fact ticking along quite nicely. Our Web Site has required an expenditure of \$2,400, but this is for a 5-year subscription. Some discussion about the Southern Region's accounts took place, and an enquiry by Stephen Fowler received the answer that there is \$4,406.92 in the Southern Region's account.

The Minutes of the AGM, together with the Immediate Past Chairman's and Financial Reports, are included as separate items with this magazine.

The National Executive Meeting which followed the Annual General Meeting was also brief and amicable. One disappointing aspect is the "dead duck" likelihood of the breakaway erstwhile Southern Region's committee's getting back with us in the foreseeable future. As the more observant among you may have noticed, our magazine has gone to A4 size, the change authorised by the new National Executive for a trial 1 year period. New challenges.....

Members dispersed quite rapidly on their various travelling schemes. Bruce and Stephen had the longest journey, home to Ashburton and Windwhistle respectively, and their trip went without incident. Bruce had rigged up a dual electric windscreen wiper setup in anticipation of North Island weather, and did use it in the deteriorating weather encountered as they drove south.

The Six Pot Group had planned a return to Auckland by way of the more remote bits of the King Country, staying overnight

in The Republic of Whangamomona. John Stewart's account of this trip appears on page 16 of this magazine. Lois and Richard Hadfield had the biggest challenge ahead of them, for coachwork on their 20/25 suitable for Mrs Brewster's shopping trips to 5th Avenue makes the car less than ideal for the Forgotten World Highway.

It had been a most enjoyable weekend, spent in pleasant company. Michael Midgley had more time available, so travelled south in deteriorating weather with the rest of the party in Glynn Williams's big bore, ever smaller boot Mark VI. Along with the redundant lap-top, your stupid reporter carried 23 copies of *The New Yorker* dating back to the 1940s he had been given, as well as too many cold weather clothes. We stayed another night at The Autolodge, and Glynn gave us a good tour of his home town and its many desirable features, including a pleasant walk around the grounds of Tuwhare. Now administered by the Pukeiti Trust, this beautiful home and garden were built by Russell (later Sir Russell) Matthews, and this was where, through his friendship with the family, Glynn first encountered the Mark VI Bentley which graced the garage from the mid-50s.

As our tour continued through Wanganui and the Wairarapa, the cafés so essential to comfortable touring were not hard to find, and we were able to have amassed some very pleasant memories of our caffeine infusions. Some very good cards and posters were seen, and the following should be shared:

"You haven't had enough coffee until you can thread a sewing machine while it is running."

"Whining is anger through a very small opening."

"An intellectual is someone who can hear *The William Tell Overture* without thinking of The Lone Ranger."

After the obligatory fish and chips at the Lake Ferry hotel, we eventually reached Wellington, where Michael caught the Blue Bridge ferry to Picton at an uncongenial time, Glynn drove north, and we flew back to Christchurch after a wonderful break.

A.T.K.



Merv Warner is about to accept the Ken White Memorial Trophy from Rod Newport, awarded to Merv and to Colin Trowbridge for their efforts in organising the 2008 Annual General Meeting weekend. Philip Eilenberg's photograph.

Historical Record of Club Trophies

SIR WALTER NORWOOD TROPHY

Awarded to the overall Best Car in the annual
Concours d'Elegance.

1982	L. Townshend	1924
Bentley		
1983	L. Townshend	1924
Bentley		
1984	L.L. Jones	1951
Bentley		
1985	A. Jackson	1952
Bentley		
1986	I. J. Hoggard	1979
Rolls-Royce Silver Shadow II		
1987	O.T. Gough	1970
Rolls-Royce Silver Shadow		
1988	A.D. Jones	1951
Bentley		
1989	A. Jackson	1952
Bentley		
1990	A. Jackson	1952
Bentley		
1991	P.G. Eyre	1979
Rolls-Royce Silver Shadow II		
1992	C.J. Barnett	1985
Rolls-Royce Silver Spirit		
1993	A.D. Jones	1951
Bentley		
1994	C.J. Barnett	1985
Rolls-Royce Silver Spirit		
1995	D. Merryweather	1961
Rolls-Royce Silver Cloud II		
1996	I. J. Hoggard	
Bentley Turbo R		
1997	E. Ratcliffe	1986
Bentley Mulsanne		
1998	B. Thorne	1985
Rolls-Royce Silver Spirit		
1999	Not awarded	
2000	H.E. Green	1985
Rolls-Royce Silver Spirit		
2001	R & D Newport	1979
Rolls-Royce Silver Shadow II		
2002	R & D Newport	1979
Rolls-Royce Silver Shadow II		
2003	A. R. de V Dacre	1999
Bentley Arnage		
2004	R & L Hadfield	1930
Rolls-Royce 20/25		
2005	R & D Newport	1979
Rolls-Royce Silver Shadow II		
2006	E. Riddle	1934
Rolls-Royce 20/25		
2007	J & M Stewart	1951
Rolls-Royce Silver Dawn		
2008	B. McIlroy	1922
Rolls-Royce Silver Ghost		

BEST ROLLS-ROYCE

Awarded to the Best Rolls-Royce in the annual
Concours d'Elegance

1997	H. Rothschild	1990
Rolls-Royce Silver Spirit II		
1998	P. R. Hoskins	1976
Rolls-Royce Corniche (FHC)		
1999	Not awarded	
2000	K & S Williams	1971
Rolls-Royce Corniche (FHC)		
2001	B & A Gallagher	1978
Rolls-Royce Silver Shadow II		
2002	R. T. Lloyd	
Rolls-Royce Silver Wraith II		
2003	H. E. Green	1985
Rolls-Royce Silver Spirit		
2004	W. White	1996
Rolls-Royce Silver Spur IV		
2005	J & M Stewart	1951
Rolls-Royce Silver Dawn DH		
2006	S. Fowler	1978
Rolls-Royce Silver Shadow II		
2007	R & L Hadfield	1930
Rolls-Royce 20/25		
2008	D & B Merryweather	1961
Rolls-Royce Silver Cloud II		

BEST BENTLEY

Awarded to the Best Bentley in the
annual Concours d'Elegance

1997	W.K MacDonald	
Bentley R-Type		
1998	J. Sawers	
Bentley R-Type Continental		
1999	Not awarded	
2000	P. Morelli	1929
Bentley 4.5 litre (WO)		
2001	M. Small	1962
Bentley S2		
2002	I. Hoggard	
Bentley Azure		
2003	A. Dacre	1999
Bentley Arnage		
2004	B & E Mitchell	1952
Bentley R-Type		
2005	R. Savage	1996
Bentley Azure		
2006	A. Dacre	1999
Bentley Arnage		
2007	R. Carthew	1951
Bentley Mk VI		
2008	B. Taylor	1939
Bentley 4 ¼ Saloon		

THE KEN WHITE MEMORIAL TROPHY (FORMERLY THE EXECUTIVE AWARD)

Awarded annually to a member of
the New Zealand Rolls-Royce and
Bentley Club Inc who has provided
exemplary service to the Club.

1978	EA & RM	Oxner
1979	MC & P	Warner
1980	GM & BA	Beacham
1981	AF & RM	Shaw
1982	L & H	Townshend
1983	EL & WE	Boyd
1984	WD & CM	Jessop
1985	Not awarded	
1986	BR	Ross
1987	H & F	Rose
1988	EA	Oxner
1989	Not awarded	
1990	G & W	James
1991	Not awarded	
1992	T	Williams
1993	K	White
1994	GM	Eyre
1995	K	White
1996	PW & A	Hill
1997	BS	Clark
1998	EV & KS	Jones
1999	Not awarded	
2000	PJ	Willis
2001	R	Tilley
2002	AF	Shaw
2003	R	Newport
2004	P	Morelli
2005	K	White
	Awarded posthumously	
2006	M.	Warner
2007	D & N	Neill
2008	M	Warner
&	C. Trowbridge	(awarded jointly)

CENTENNIAL TROPHY

Awarded annually to a member of the
New Zealand Rolls-Royce and Bentley
Club Inc., who has by his/her actions
enhanced membership interest in the
two marques and/or who has made
significant contributions in the areas of
vehicle maintenance and preservation and
vehicle information dissemination. This
award is based on the OBJECTS OF THE
CLUB, numbers 1 and 4 as stated in the
Constitution and Rules of the Club.

2007 Bruce McIlroy

Membership Changes

NEW MEMBERS:

Chris Wang and Michell Weng
41 Sainsbury Road
Mt Albert
Auckland
Telephone 849 6000
2007 Bentley Flying Spur

Dr Keith Houston
1043 River Road
Hamilton 3210
Telephone (07) 855 5655
1994 Bentley Continental GT
SEBCE63W741022764

MEMBERS RE-JOINING:

John Stewart and Sue Gordon
750 Wairakei Road
Russley
Christchurch
Telephone (03) 358 0518
1961 Bentley S1

CHANGES OF ADDRESS:

Richard & Anne Scoggins
6A Church Lane
Christchurch 8014

Selwyn Houry and Michael Milne
Upland House
62 Hamilton Road
Waimauku
RD1

RESIGNATIONS:

Ralph Atkinson and Jo Beck, Auckland
Bernard and Sue Lambert, Waihi.

Servicing Starter Motors and Generators by Eddie Riddle

This note is to try to explain some of the problems surrounding the servicing of these items.

Undercutting of Commutators

As a general rule, undercut generator commutators and never starter motors.

Generators have a copper commutator and carbon composition brushes. (The brush material is softer than the copper segments) As the generator is used, the copper wears away leaving the insulating mica material sitting higher than the copper segments. This brings about a problem known as "brush bounce". The effect is a reduced or intermittent output. A further problem arising from "brush bounce" is that arcing between the commutator surface and the brush gives rise to excessive heating.

Undercutting the commutator cures this problem.

(See the section on undercutting at the end of this note)

Starters on the other hand, have a copper commutator with the segments separated by the insulating mica material, (just like a generator) but the brushes are a composite copper material, which is harder than the copper used in the segments. This leads to a problem where the commutator wears away and becomes concave, thus reducing the contact area of the brush. Because the contact area is less the high current drawn by the motor causes heating and a reduced power output.

Brush Springs

The spring's task is to keep the brush in contact with the commutator. There are published figures for brush spring tension, but it is rarely a problem unless the spring has lost tension due to heating. It is extremely important that the spring is centred in exactly the middle of the brush in **both directions**.

Turning Armatures

All commutators wear 'out or round' in time and require to be machined true again.

If a lathe is available this is a simple task. Hold the armature by the bearing surface as close to the windings as possible. At the commutator end, there is probably a centre hole. From experience, this is rarely true and should be avoided at all costs. The best approach is to support this end by the bearing surface. They make special adjustable chucks, which fit, into the tailstock. If you don't have access to one of these devices, all is not lost. Take a piece of emery tape, wrap it around the bearing surface with the **fabric side** against the bearing. Using a normal tailstock drill chuck, adjust it so that it is a neat fit over the emery tape (grit side to the chuck jaws) Bring the ends of the emery tape out through the gap between the chuck jaws. Apply plenty of oil to the bearing surface, and none to the grit side of the tape. I have used this method on many occasions and never damaged the chuck jaws yet. Remove just enough copper to get the commutator running true again. You will be able to see where the brushes have been running, don't go past this point. **Never** turn the risers of the commutator. (This is the part where the windings are soldered into the commutator) The important point to note here is that you are turning the armature on its bearing surfaces so at least the commutator must be concentric with the bearing surfaces.

Once the device has been assembled again check to see that the brushes **do not** move up and down in the brush holders as the armature is rotated. If they do start again, but first check the accuracy of the driving chuck.

In the case of generators you need to undercut the

commutator. They make special machines to do this task, but it can be done simply by hand, with the aid of a ground up piece of hacksaw blade. (see Fig 1). Polish the surface of the commutator with fine sandpaper. Never use emery cloth for this task, as the particles of emery dust are conductive and very hard to remove from the commutator segments.

Bedding in Brushes

Generator brushes need to be bedded into the curvature of the commutator. If you don't, the brushes will make a terrible noise for months.

Take a piece of fine sandpaper (about 220 grit) just a little wider than the brushes and wrap it around the commutator paper side to the commutator, and the grit side to the brushes. Now drag the sandpaper through the brushes. You may need to do this two or three times. Look at the brush surface and see if the curve is complete over the brush width. Depending on how neat a fit the brushes are in their holders you can sometimes get away with not pulling the sandpaper completely from under the brushes. I usually am not that lucky.

They make commercial brush bedding sticks of a special abrasive material. They are very effective and quick, but use one sparingly or you will need a new set of brushes. They also leave abrasive dust in the generator.

Replacing the Bearings/Bushes

Most generators use a ball race at the drive end and an impregnated bush at the commutator end. This bush needs to be soaked in ordinary engine oil overnight or for a few hours in hot oil before fitting. Always replace the ball race.

Starters on the other hand always use bushes (unless special earthing methods are used to protect the bearings)

The high currents flowing in a starter motor will cause pitting of the balls. Starters rarely use ball races because the motor is only in use for short periods of time unlike generators.

Another reason for not using ball races on starters is that a starter is a series wound machine. If you run a series motor without a load then it will destroy itself. The windings will fly out at the commutator end and imbed themselves in the field windings. I have seen exactly the same thing happen with a bush mounted motor when the starter pinion fails to disengage from the ring gear and the engine is revved up.

Checking starter armatures for straightness

Depending on the design of the starter motor, the armature may be found to be bent.

Check this by placing the bearing surfaces on a couple of 'Vee Blocks' and rotate the armature. This is a common problem with starters where the pinion is outside of the bearing surface. Don't waste your time pressing the armature straight again. It will just go back to its bent state after a couple of starts.

Brush width

The main brushes should be wider than one segment but less than two segments.

In older style three brush generators the third brush must be narrower than one segment width.

Resoldering Commutators

Sometimes an armature can be made serviceable again by re-soldering if the solder has been flung out of the commutator due to excessive current being drawn. This will be obvious by a ring of solder particles scattered around the inside of the device.

Start by pushing the armature windings back into their slots

Servicing Starter Motors and Generators by Eddie Riddle

in the segments. A small sharp cold chisel and a gentle tap will do the job nicely.

Now break the golden rule of not turning the risers. Take a light cut over the horizontal and vertical faces of the risers.

Don't turn the commutator surface at this stage.

Now you need a large soldering bolt. In general electric bolts are useless, as they don't have the capacity to hold the heat.

Place the tip of the bolt on the vertical face of the riser and get it hot. **Never** use soldering flux here, only resin cored solder.

Use the solder sparingly as you will only have to turn it off again once you have finished. Work your way around each segment.

Next, turn the armature again, and clean up both surfaces of the risers. You can also turn the commutator surface at this time.

Use an armature growler if you have access to one, or do a resistance check with an Ohmmeter between the frame of the armature and each segment. They must show an open circuit.

Making the Tool to Undercut the Commutator

It is better to use a line tooth blade if possible (24 TPI) It is important that you grind the hacksaw blade so that you have the end at the point of a tooth.

Now grind the sides of the blade so that the finished tool is the same thickness as the mica you want to remove.

Start your cut with the tool at a sharp angle to the commutator, and gently push the blade down the length of the mica. Once you have made the first cut it is much easier and less likely to slip out and scratch the surface of the commutator you can also lower your angle now.. Don't panic if you do scratch the surface occasionally, just polish the commutator with fine sandpaper when you are finished.

Obituary - Diana Barnato Walker

Woolf Barnato had two daughters from his first marriage, and Diana was born on 15 January 1918. She was only four when her parents divorced, and was brought up by her American born mother. Her parents remained on friendly terms, and although she was only 12 when W.O. Bentley's company went into liquidation, links must have been maintained, for she was given a new Bentley for her 21st birthday. This may have been the Park Ward bodied Mk V B16AW registered to Captain Woolf Barnato as GGO185.



Diana Barnato rejected the debutante's life style, learning to fly in Tiger Moths, and went solo after 6 hours in 1938. She volunteered to become one of the 108 pilots who flew for the Air Transport Auxiliary when war was declared, and by the age of 22 had ferried 240 aircraft of varying types, in conditions made hazardous by the complete lack of navigational or instrument facilities. Her fiancé was killed in a flying accident, as was her husband after the war.

She continued to have an active life, maintaining a 30-year relationship with the racing driver and businessman Whitney Straight, maintaining her flying capability to the extent of becoming the first woman to fly supersonically, in an RAF Lightning on 26 August 1963. Mrs Walker was awarded MBE in 1963, wrote her memoirs *Spreading My Wings* (Grub Street Publishing 2003), and farmed sheep in Surrey, where she was also a Master of Fox Hounds. She died at the age of 90 on 28 April 2008.

Letters to the Editor

Sir,

"We have a convoy" may be a famous line from a movie but it is not one of which our police are fond.

Are members aware that traffic patrols regard any line of vehicles of similar marque or vintage as probably holding up other traffic regardless of the circumstances? A cautionary tale to this effect came from a vintage rally last year when one Bentley driver was issued with a traffic offence notice (i.e. "a ticket") for such an offence even though his vehicle was more than capable of keeping pace with modern motors. The officer would not even accept that the road conditions (narrow and winding) which prohibited passing were any excuse.

Please may I beg of our fellow motorists, whether driving a modern, classic or vintage vehicle on a group outing, if you find you are in a line of cars then either withdraw and pause a while or speed up to join the ambient traffic. And always ensure there is ample room between vehicles to allow other road users to overtake.

Yours etc,

Michael Midgley

Sir,

Why does an organisation as small as our Club need the level of administration that the regional structure brings? Why don't we just have one small committee with a national events co-coordinator?

Our membership is well spread and by doing away with the three regions those outside the main centres would be better catered for in doing their own thing and may be more likely to be supported by members from other areas who now roam widely and often, whether in their modern cars or by cheaper air travel.

The recent annual meeting of the Club was attended by 30 people, about ten per cent of the membership. That highlights the problem many clubs face where there is only a limited pool of potential office holders. I suggest that the new executive investigate a revised structure which would not only give greater flexibility but also substantially reduce costs. Any member with an idea for an event could simply seek the approval of the national co-coordinator, so as to avoid clashes and repetitions, and then run with the ball.

Yours etc

Michael Midgley

The Six-Pot Group's Gathering 4 May by Bob Barbour

The Six Pot Group gathered at Kit and Rena Maxwell's residence in Waitakere, Auckland on Sunday 4th for the May Luncheon meeting. Members attending were: the hosts, Kit and Rena Maxwell, John and Maureen Stewart, Philip and Norma Eilenberg, Bob Barbour and Linda Painter, Glynn Williams, Ed Pollard, George Urquhart and Peter Le Gros. When Linda and I arrived, the many trousered legs and Bentley radiator under the door of Kit's six-car basement garage indicated we were at the correct address. Following a cordial welcome from Kit the eyes immediately scanned the treasures of steel, copper, leather, canvas and rubber that filled the garage. The dominating presence of the 1915 Maxwell 50hp seven-passenger tourer towered over a 1909 Wolseley Siddeley 14/20 HP tourer, a 1929 Buick standard 6 cylinder. 5 passenger tourer, and a 1951 Bentley Mk VI B146KM (ex Tom King).



George Urquhart's model of the battery/coil/distributor system. Bob Barbour's photographs on this page.

The Six Pot Group contributes to the very important process of sharing knowledge and expertise that is essential to ensure a succession of owners are acquainted with the practical skills required to maintain our Proper Motor Cars. To that end the business of the meeting focussed on the questions of determining the polarity of ignition coils, the solution to sticking worm gears in the 20 HP cars and a practical illustration of the consequences of bolt stretch.

There is an argument that changing the polarity of the electrical system of a car reduces galvanic corrosion. This type of corrosion is certainly a major cost to the aircraft and marine industries. Cars that are negative earth are able to have modern electrical accessories added, as and when desired. A key component in the electrical system is the ignition coil. Readers contemplating carrying out the change in polarity are advised to consult with Club members before beginning the work. George Urquhart demonstrated a simple replica of a car's battery/coil/distributor system. He showed how to determine the polarity of the coil using a voltmeter or a sharpened pencil. The illustration below, from the MG website (<http://www.chicagolandmgclub.com/techtips/general/574.html>), shows both alternatives. In brief, should the spark cause a halo from the high-tension wire to the pencil then the polarity is correct for the coil/battery arrangement. The main consequence of failing to match coil polarity low tension wires with battery polarity (or fitting a coil with the wrong polarity), is a very weak spark and a very hot coil. Changing the electrical system from positive to negative earth requires changing the low tension wires on the coil terminals, on the ammeter and any other polarity sensitive accessories such as electric motors in heater fans. Most electrical equipment with a clearly marked earth should be disconnected. Most other items are unaffected by electrical system polarity. The last step before reconnecting the battery to negative earth is to change the polarity of the starter and generator, by closing the regulator points. George's description was clear and the difference in polarity immediately obvious in the position of the arc halo.

The 20 HP Proper Motor Car provides owners with a stately driving experience reflecting a less hurried period of automotive history. Discussion turned to one of the few disconcerting but inevitable consequences of the longevity of the steering worm and nut in Rolls-Royce cars. Over extended periods of service, for which these cars are justifiably well known, wear occurs in the steering worm so that it no longer glides through the nut but rather tightens in slightly off centre positions. Having one's steering system

become uncooperative causes raised heart rates and increased blood pressure, not at all what is desired while enjoying an outing among common traffic. Help is at hand in the form of a careful machining job together with renewed white metalling in the nut that restores the proper clearances. The worm then glides smoothly through the nut, heart rate, blood pressure and progress all restored to the usual harmony. The offending worm is illustrated in the picture below. Readers are advised to seek Club assistance should these symptoms be recognised. Specialist engineering services are available in the United Kingdom to carry out this work.

Bolt stretch is a little known phenomenon among lay-public owners in contrast to those members with engineering or mechanical backgrounds or interests. It may surprise readers to learn that a steel bolt will stretch when the nut is tightened, returning to an unstretched length when the nut is loosened at a later time. A high tensile bolt will permanently stretch or even break if over-stretched whereas a softer material will frequently strip the thread out of the softer of the nut or bolt. This stretch is essential to ensure that the nut and bolt remain secure in service. A friction lock is formed, in a tight nut and bolt, between the entire thread, bolt head, nut face and, say, the engine components. The stretch needed to ensure the fixing remains secure can be established by calculation. In the past, it was common practice to



"Twenty" steering worm showing the wear mentioned in Bob's article.

use a specific tommy bar length and box spanner combination to reduce the possibility of exceeding the stretch in the bolt. An associated technique was to measure the physical stretch of the bolt with a dial gauge. Today other techniques are used such as tighten-to-contact then turn a specified number of degrees. More commonly today, we use a torque wrench set to the correct foot pounds or Newton/meters. The correct settings for our cars have been long established. For example, Wraith head studs should be torqued to 38 to 40 foot pounds, or bolt stretch of 0.003 in. This process may take several steps, taking into account the very compressible nature of modern head gasket materials.

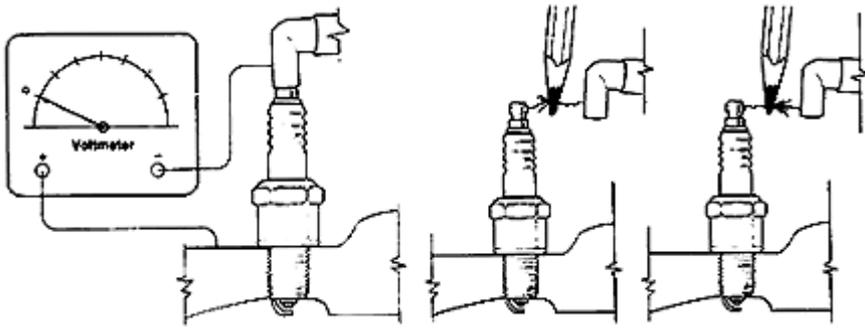
The illustration below is an excellent example of bolt stretch prior to failure and is from a 20 HP worm and nut steering box. The observant readers will notice the circular extension to the nut, which enables easy access for tool users working on the item. 20 HP owners will be relieved to hear that such bolts can be bought new from the UK.

Six Pot Group and other readers may be interested to follow the Sherbourne Garage, USA, restoration work reported at: (<http://www.sherbournemews.com/wraith/wraith.html>).



Bolt stretch obvious from a "Twenty" steering box.

I was reminded by George, while hearing of the rebuilding of an engine, of the necessity of priming oil pumps, feed pipes, filters and oil galleries. Putting off starting a new engine until 'spark plugs out' cranking on the starter motor brings up oil pressure is a wise precaution.



Flattening a battery is trivial compared with the ominous rattle and knock from an unlubricated engine with tight 'new' engine parts.

The business of the meeting completed, the Group went upstairs to the very comfortable and spacious Waitakere home of Kit and Rena Maxwell. This newer part of their suburb has panoramic views of a wooded valley extending on to the leafier suburbs of Henderson Heights. The builder of the home made very intelligent use of a sloping corner section with access to the garage from a lower road while the upper road gives access to the main sunny level of the home. We enjoyed and admired Rena's careful needlework

and gracious hospitality. The group contributed to a convivial shared lunch hour, which was concluded by video clips from Philip and George showing progress with a Bentley restoration and a very good use for a Proper Motor Car. Thanks to Kit and Rena for opening their home to us and for sharing their enthusiasm and interest in a unique collection of cars. Thanks to Linda Painter for editorial suggestions. Errors and omissions are mine.

Illustration

The leftmost figure shows a voltmeter connected to a spark plug and the engine block. Correct polarity indicated by a rising needle, reversed polarity by a falling needle. The centre and rightmost illustrations show mismatched and matched polarities of the coil. If the arc is from plug to cable, the polarity of the coil is incorrect (centre), whereas if the arc is from wire to spark plug (right) the polarity of the coil is correct.

Dr. R.H. Barbour
May 21 2008

The Six-Pot Group Goes Bush by John Stewart



Lois Hadfield's view as Mrs Brewster approaches The Republic of Whangamomona.

A few members of the Six Pot Group decided to add a little adventure to the AGM week end by returning home from New Plymouth via the Forgotten World Highway to Whangamomona and Taumaranui.

The week end was a fairly quiet one with a good scenic drive on Saturday, organised by Merv Warner and

helpers. Included were visits to the Tawhiti Museum, a Citroen Restorer, (Dozens of them), a Vintage car Restorer, (the biggest Fiat chassis I have ever seen, superbly restored), a Button Museum and a Possum Fur Factory.

Saturday night dinner left much to be desired. It produced the toughest steak ever served and a total lack of understanding by waiting staff as to what is meant by "please bring a bottle of wine" Add to this, cold showers in the morning and a Micro Wave that didn't work and Auto Lodge would be lucky to score one star.

The AGM was conducted smoothly and efficiently and by midday a few members of the Six Pot Group were ready for a bit of exciting adventure into the wilderness. We travelled via Stratford to the Forgotten World Highway. Google it. It is historically very interesting. The 36 miles to Whangamomona are sealed, windy, hilly, and provide spectacular views of sub-tropical rainforests and more than 20 sites of significant historical interest. Sadly time was against us and we were unable to stop at most of these sites but we did spend half an hour at the top of the Pohokura saddle. This constituted part of the original Maori trail between north and south Taranaki. The view of the valley floor from the Saddle is absolutely amazing. I imagined myself in a Tiger Moth having a leisurely flight over

the landscape.

It was here that a certain R Type Bentley started to produce appropriate 1950's music by Jackie Thompson at the piano, which stirred Lois and Richard Hadfield into performing a delightful Fox Trot in the middle of SH 43.

It was a pleasant run down to the Whangamomona Pub where we were warmly greeted by Proprietor Geoff and his delightful wife Penny. The hospitality started immediately, albeit with a good old fashioned bar tab, until it was time to be shown to our rooms. This confirmed, if we were in any doubt, that we were staying in a real old Country Pub. Penny gave us the grand tour, which consisted of a group address at the top of the stairs where she described the facilities which consisted of a block of unisex showers and toilets at the end of a long passage. Penny was describing the dilemma of one guest who had to scuttle to her room clad in only two strategically placed towels when who should appear from the showers but the attractive wife of a young Canadian doctor. clad in only one towel. The rooms were small but clean and tidy with what proved to be very comfortable beds. More than one of our group was heard to comment next morning that they had had the best sleep of



Mrs Brewster emerges from the Moki Tunnel. Philip Eilenberg's photograph.



(Left) Beth and David Merryweather; George Urquhart; John and Maureen Stewart; Philip and Norma Eilenberg; and Lois and Richard Hadfield. Philip Eilenberg's camera took both.

(Below) The Six Pot Group's cars outside the Whangamomona Hotel: the Merryweathers' Could I, the Stewarts' R-Type, Peter Le Gros' S1, and the Hadfields' 20/25.

the week end.

After more bar propping, dinner was announced. This proved to be a fantastic meal which included soup, delicious roast pork, beef stroganoff, roast and other vegetables. All this was topped off with homemade ice cream, liberally laced with Baileys and with lots of fruit. The service was excellent and the atmosphere great.

Before breakfast, most of the team set out to explore the village, having negotiated the fire escape as all the downstairs doors were locked. Particular interest was shown in the now disused cemetery. The burial plots were divided into Catholic and Protestant and were quite widely separated. The number of stillbirths and childhood deaths was very high and quite saddening. Most adults seemed to die by the mid fifties but there was a couple of 84 and one of 94. By now light rain was falling and sightseeing had to be abandoned. A pity because there was much more to be seen including the old railway village the police station and many shops, all long since closed up. Today's population varies depending upon the source of information, but it seems the village has 8 souls and the surrounding farming area about 300, although we didn't see more than about half a dozen of them.

Having packed and loaded and paid the very reasonable tariff, we departed for Taumaranui via the Moki Tunnel which was built in 1936. During construction unique giant crab fossils were found. The Tunnel is 180m. long, very narrow and dark but is used by triple decked stock trucks. The road from here on is even more spectacular than that which we had already covered. The incredible native bush and the absolutely amazing views of the valleys from the many saddles were really something out of this world. Sadly, persistent heavy rain confined us to viewing this marvellous scenery from the car. We bypassed Taumaranui and carried on to Auckland in continuous very heavy rain.

The Six Pot team consisted of Richard and Lois Hadfield, 20/25. John and Maureen Stewart and George Urquhart, R. Type Bentley. Phillip and Norma Eilenberg, S1 Bentley and

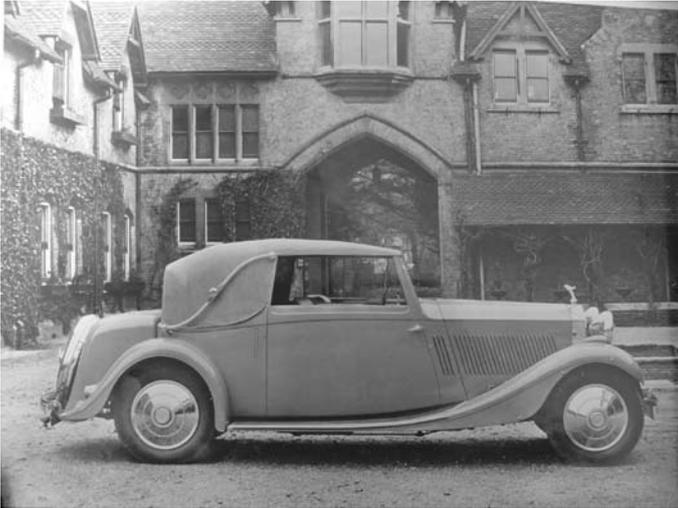


From left: George and Maureen, Philip and Norma. Philip Eilenberg's camera.

Our Web Site is www.nzrrbc.co.nz

Tell your friends about it.

The First Eighty Years of GTM28



James Young of Bromley photographs of GTM28, 1934.

Fifty years ago Mr Bill and Mrs Lorna Ellis of Wellington visited Britain, and on 12 May 1958 they visited the Knightsbridge showrooms of Paddon Brothers, where they saw and bought an interesting Rolls-Royce "as seen, tried, and approved" for £200. To this was added £4-10-0 for preparing the car for shipment and delivery to the docks, and £181-5-0 for freight and insurance from London to Wellington aboard the Federal Steam Navigation Company's "Dorset" that July. The mileage was 94,774.

GTM28 was already 30 years old when the Ellises bought it, for although it looked much younger than its years, with modern headlamps and vertical slats in the radiator, it was still a Rolls-Royce Twenty. When this model was introduced, as a response to what Henry Royce could see would be very different circumstances to those enjoyed by Rolls-Royce clientele before the Great War, it was criticised for being small at "only" 3127 c.c.s, and having a 3-speed gearbox controlled from a central, rather than a right-hand, change, and ball operated at that. Royce's wisdom in designing the Twenty is undeniable, and from this 6-cylinder engine all subsequent "small" Rolls-Royce engines through the 20/25, 25/30, Wraith, Silver Wraith, and Silver Cloud derive, for an eventual size of 4887 c.c.s.

Between May and July the following work was carried out by Paddon Brothers on Bentley 3½ litre engine E6F and invoiced to Mr Ellis:

De-carbonising engine, fitting new rings	£61- 8-0
Brake overhaul	31- 0-0
Removing damaged nearside door, re-setting 9- 0-0 hinges and fitting new hinge pieces	
Removing, refitting faulty magneto, retiming	8- 0-0
Supplying and fitting heater	12- 9-0
Repairing damage n/s headlamp, new glass	1-12-0
Removing broken down-take pipe, fitting new one	5- 8-0
Dismantling rear brake cross-shaft, freeing, lubricating and re-assembling	6-10-0
Carrying out Schedule "B" and changing all oils	
	7-15-0
7 quarts engine oil	1- 4-0
2 quarts gearbox oil	7-0
1 quart rear axle oil	3-0
4 new Michelin tyres and tubes	<u>56-12-0</u>

£201-9-0

Watford magneto overhaul (dismantle, rewind armature core, supply & fit new slip ring, reassemble, remagnetise and test) 6-2-0

1 spanner	2-13-0
1 tommy bar	5-0
1 box spanner	1-14-0
1 spanner	2-11-0
1 hub extractor	16 -3-0
1 12 volt battery	<u>8-10-0</u>
	£37-19-0

Most of the correspondence from the 1980s which Tony Ellis initiated between Wellington and Britain has survived, and, for the record, relevant passages are quoted:

14 October 1986
The Marquess of Ailsa
Blanefield
Kirkoswald
Ayrshire, Scotland
"Dear Lord Ailsa,

"Last week I was completing what has been a long project of reconditioning an old motor car when I found in the map pocket of one of the doors a receipt dated 15/1/57 which I think was made out to you. I enclose a copy of it. I also enclose the early history of the car.

"My father purchased the car from Paddon Brothers, London, in 1958 and was told that the car had just been brought down from Scotland by the Marquis of Ailsa, and I confess that we did not take the matter further by writing to you or your late father (if it was his rather than yours) but I have now taken over the car following my own father's death, and would very much like to know what the history of the car was after Peter Hampton disposed of it, possibly to you.

"The car is by and large in excellent condition and still complete, and I would be happy to send you a photograph of it if you are still interested.

"I hope that you do not feel inconvenienced by this inquiry from the antipodes. I confess that I very much look forward to hearing from you.

Yours sincerely,
Tony Ellis."



20 October 1986

"Dear Mr Justice Ellis,

"I was most interested to receive your letter of 14 October enquiring about the Rolls-Royce that I sold to Messrs Paddon Brothers in 1958. I feel that I can tell you very little about this car, other than that I bought it in 1956 from a garage in Glasgow; if my memory serves me right it was Croalls. At that time it was in a very sorry state mechanically. The body was in relatively good condition. Unfortunately its Registration Book had been renewed, so I was unable to get any details concerning its previous ownership; all I knew was that at one time it had had a special registration number.

"It was because of its doubtful mechanics that I disposed of it to Paddon Brothers as part exchange for a 1934 Mulliner bodied 25/30 which my younger son is presently restoring. As a matter of interest, when Paddon Brothers dismantled the engine it was found to be functioning on only two cylinders, and that insult had been added to injury by non-Rolls parts had been used in those two.

"I have always regretted parting with that car, as, good though its successor has been, it never had the character. I know that when my son visited Paddon Brothers some years ago, they were still talking about yours, as they reckoned that it had the nicest lines of any Rolls that they had ever dealt with.

"I am only sorry that I cannot tell you more.

Yours sincerely,

Ailsa

The Marquis of Ailsa."

20 November 1986

"Dear Lord Ailsa,

"I was delighted to receive your reply to my letter but disappointed that you had not in fact owned the car for longer. I have been able to trace the garage in Glasgow to Croall Car Rentals Ltd in Paisley, and I have written to them on the off chance that they will still have their records of 1956. When my father first saw the car in Paddon Brothers it was in the condition you describe, and a reconditioned Bentley engine was fitted to it before shipping to New Zealand where it was stripped and painted. Unfortunately it was I who ran a big end in the engine in circumstances over which I think I should draw a veil. However, Paddon Brothers accepted responsibility for the failure, and they shipped out the original engine reconditioned, and we returned the Bentley engine to London, so fortunately the car is completely original and running sweetly.

"Thank you again for your reply,

Yours sincerely,

Tony Ellis."

20 November 1986

C.W.P. Hampton, Esq,

Spronketts,

Bolney,

Sussex, England.

"Dear Mr Hampton,

"I write to you following what I hope is not a misplaced inspiration. I see that you are a member of the Bugatti Owners' Club, and I recollect reading that you have had much to do with old and interesting motor cars.

"My father purchased a 20 h.p. Rolls-Royce in mid-1958, GTM28. I enclose a photograph of the car and its history written up in Fasal's recent book (*The Rolls-Royce Twenty* [Abingdon 2nd edition 1988] reviewed in our 06-4 – Ed.) and you will see from that why it occurs to me that you may know the car.

"If this is so, I wonder if you would be able to let me know what happened to the car after it was re-bodied in 1934. I have been able to trace the ownership immediately prior to ours and I enclose a copy of a letter written to me by the Marquis of Ailsa which may interest you.

"I have been able to trace the garage in Glasgow and have written to them, but it may be a long shot bearing in mind that the transaction was 30 years ago.

"I trust that you will not find my request burdensome, and naturally I look forward to hearing from you.

Yours sincerely,

Tony Ellis."

On pages 395 and 396 of John Fasal's *The Rolls-Royce Twenty* (Abingdon 2nd edition 1988) reviewed in our 06-4 there is an amusing account of a 20 h.p. and the Company's demonstrator, Major Cox, arriving at the Hampton household, St George's Hill, Surrey. There are errors in the chronology of this account, corrected in correspondence quoted later in this article by the Master Peter Hampton who had requested a catalogue, but the consternation created at breakfast time by the arrival of a Rolls-Royce and its crew can be readily imagined. Peter Hampton's father did order a 20 h.p. chassis, GNK32, and Melhuish and Company of Camden Town built a tourer body for delivery in May 1925.

Three years passed, and Mr Hampton ordered another new 20 h.p. chassis, by this time to the newer specification with front-wheel brakes and four speed gear-box. Melhuish again built a tourer body for this car, chassis number GTM28, engine number H3V. Testing was completed on 25 October 1928, and it was delivered to the coachbuilder on 2 November. Because the records have survived with the car, it is worth quoting them in full in order to show just what was entailed by the commitment to order a Rolls-Royce 80 years ago. The new chassis had 11 by 50 rear axle gearing, and Melhuish were to fit their MB Series open tourer of 8 ¼ hundredweight.

At a cost of £1185, a chassis was somewhat barer than we would imagine, for the following items and charges were added:

Spare tyre (British Goodrich Medium Pressure) and wheel	£4-11-3
Lucas Lamps	17- 0 -0
Wire	1- 7 -6
Mascot R4050	3-10- 0
AT Speedometer	9- 9- 0
Luggage Grid	9 - 9-0
Number Plates (PK5938)	1- 5 -0
Licence Holder	6- 6

8-day Clock	5- 5- 0
Wind Horn	4-10- 0
Smith Wiper (Melhuish to fit)	4-10- 0
Lamp and Wire	3-10 -0

A deposit of £125 had been paid, an "allowance for old car" credited at £650, leaving a balance of £484-13-3 to be paid, and it was delivered to C.L. Hampton of Brambletye, St George's Hill, Weybridge on 20 March 1929.

The Hampton family used GTM28 for tours around Britain and Europe, and the car went to the Rolls-Royce London Repair Depot for an overhaul in December 1933. This included a decarbonisation, new clutch lining, and attention to the brakes, as noted in Fasal's book.

On 8 February a "latest type" steering wheel, Part E57378, was fitted, and by that time the car had covered 20,000 miles. The decision was made to send it to James Young in Bromley, Kent, for a new drop-head body, designed by Peter Hampton. The rear number plate retained the "diver's helmet" tail light supplied with the original coachwork. Although this has been superseded by a more modern light, Tony Ellis had a rear light of the correct "diver's helmet" form ready to be fitted. The Zeiss headlamps mentioned by Peter Hampton have at some stage been replaced by Lucas R100s, and with the faired in side-lamps the car has to be examined closely to distinguish it from the then current 20/25s.

At this point we should refer to Peter Hampton's letter to Tony, dated 2 February 1987:

"I do of course remember GTM28 well and with great affection. My father bought a new 20 h.p. chassis in 1925 and had a Melhuish open tourer body fitted. It was not 1923 as quoted in Fasal's book. I was the "Master Peter" he correctly refers to. I was 11 or 12 and at preparatory school when I wrote to Conduit St for the catalogue. Major Cox was a splendid and charming aristocratic gentleman, and he died only about 6 months ago in his mid-90s in retirement at Poole, Dorset.

"GNK32 was a 2-wheel braked car with a 3-speed gearbox, so in 1928 my father bought GTM28 and had a similar but prettier body fitted. The photograph on page 396 of Fasal's book was taken by me at Chagford in South Devon, probably in 1930. I think my elder brother John (still around, aged 76, and owns a lovely open bodied Barker Ghost which he purchased from its original owner nearly 30 years ago) wrote the piece for Fasal's book, which again is not too accurate. The only Continental tour we did in it was in 1930, driven by John as my father, although a keen driver from 1906, was not up to it, and, being 17, I had only just got my licence.

"The decision to swap the tourer body and fit the James Young drop-head was in 1933, not 1934, and I advised my father on all aspects of it, and acquired the new Zeiss 12" lamps and other items. The "new" car was completed about May or possibly April 1934. My father was ill and sadly died on 1 May, so never saw the car about which he was so keen and excited. He was only 52.

"My mother and I used it, loved it, and it was a real beauty. I have many photographs, but may not be able to find the negatives. My brother got married in '35 and left home. I went into the Army in early 1940 and came out (invalided) in December '44, after losing all use of my left arm from injuries received during the D-Day landings in June '44. Whilst I was away in the Army (4th/7th Dragoon Guards) my mother left our home in Surrey and moved into a flat in Wimbledon.

"I then had four cars, including two Bugattis, one of which I still have (a 1910 Type 15 bought for £27 in 1938) and my



GTM Coachwork detail , showing the two-piece driver's window.

brother sold GTM28 to Paddon Brothers for about £250. I was very distressed, and had I known of the sale it would still be in my garage with the other 17 cars, 1903-82, including a lovely 1912 London-Edinburgh Silver Ghost "speedster" which I've had since 1966.

"The Glasgow garage you refer to must be Croalls, well known and respected pre-war. So I fear that I cannot be of much help, to fill the gap between when my brother sold it to Paddon Brothers around 1941/42 and the Marquis of Ailsa bought it in 1956. I've never heard of its whereabouts. We (my mother and, through her, my brother) sold it in immaculate order. It saddens me to hear that that lovely body was vandalised and the engine ran only on two cylinders! In those days, of course, one could buy a Speed 6 Bentley or a Type 51 Bugatti for anything from £30 - £ 200. It wasn't until the Sword sale in Ayrshire in 1962 (I was there, and how we whistled through our teeth at prices which today wouldn't even buy a bicycle!) that old car values started upwards. Even then a Silver Ghost was only £1,000 - £2,000. I was offered a "Royale" Bugatti in 1952 for £450 which was sold recently in the U.S. for \$US8, 500,000. I've never bought cars for investment or capital gain, only to keep. And I started collecting in a small way in the mid-'30s, and have missed golden opportunities in the last 15 years because prices seemed crazy, and getting crazier now.

"Yes, I've been a member of the Bugatti Owners' Club since 1934 when I bought a Type 43 and a vice-president since about 1950. I still have four.

"Sorry to bore you with all this – you'll never have time to read it with all your briefs for the court. Also, my writing suffers from my one and only thumb which is, I'm told, worn out with osteo-arthritis after 42 years doing the work of two thumbs and hands.

Yours sincerely,
Peter Hampton."



Peter Hampton in one of his beloved Brescia Bugattis, and (below) "Peter's Folly", a replica of a maharajah's carriage which he created for an Hispano Suiza chassis he happened to have available.



21 July 1988

"Dear Mr Hampton,

I have been unable to obtain a reply to two letters written to Paddon Brothers to try and trace the history from when your family sold it to when the Marquis of Ailsa bought it in 1956. Nor have I been able to get a reply from the garage in Glasgow that he bought it from. According to Lord Ailsa, the car was in very poor condition when he bought it, and he was so concerned about its condition that he decided to trade it for a later model, and did so from Paddon Brothers in 1958.

"When my father and mother saw the car in Paddon Brothers the paint, probably the original, had lifted in great bubbles, and one of the pistons had been holed. The doors had sagged and generally it was in a sad condition. My parents paid £250 for it and commissioned a complete engine overhaul, which was done by Paddon Brothers, installing a Rolls-Bentley engine of a later vintage.

"They then shipped the car back to New Zealand, where I received it on the wharf and took it immediately to the coach builders, who made a beautiful job of refurbishing and repainting. Afterwards I had a new hood made, and the doors had already been set up at Paddon Brothers by someone from James Young.

"Unfortunately (or fortunately, as it turned out) while I was driving it, I assure you with the utmost care, I ran the back big-end bearing, and after some correspondence, Paddon Brothers agreed to recondition the original engine and send it out, and the Bentley engine was returned. It therefore has all its original parts, which in these modern times even humans themselves cannot boast of.

"The car was used daily by my father until the woodwork around the boot gave way, and I then commenced a complete overhaul, which is not yet complete. I hope you approve of what has happened, and are reassured by what I have said.

"I recollect that I saw a picture of you in Bugantics not so long ago, looking reasonably sprightly, so I hope that this letter finds you well and still enjoying your interest in old and beautiful machinery.

"As I have said before, I hope that we shall meet before too long, and thank you for your letter.

*Kindest Regards,
Yours Sincerely,
Tony Ellis."*

Sadly, Tony Ellis did not meet Peter Hampton, who died in 1991. Obituaries at the time did not convey much idea of such a fascinating personality, but the following excerpts from a memoir written by Tony Rippon appeared in Volume 71, No. 1, the Spring 2008 *Bugantics*, the magazine of the Bugatti Owners' Club which Vicky Ellis has kindly made available, give a glimpse into a man who had the means and vision to pursue his hobby to the utmost.

"Peter... a kind but reserved man who was an out and out perfectionist. This became very obvious indeed the moment when Christine and I visited his house in the course of an early Bugatti rally. He lived in a charming thatched Sussex cottage, the whole estate that belonged to it being nothing short of perfect in both appearance and condition. As our Brescia crunched onto the gravel, it was instantly obvious that every single pebble was of closely similar size. It was tempting to believe that it had been checked with a micrometer. Not the tiniest blade of grass or lump of earth intruded on its allotted space. We proceeded to Peter's garage. This was a true motor house, built round three sides of a square with its 'court' in spotless and unblemished concrete sloping down to a drain in its centre to remove all traces of car washing as they were created. Inside, every car was totally clean and polished. The walls bore many framed photos of all Peter's previous cars, including the dates when they were bought and sold and other details. A small annex contained an immaculate but clearly fully-used workshop.

"As I say Peter Hampton was a perfectionist. But it was his love of Bugattis that was the most obvious thing about him. He had a fabulous collection of pre-first world war specimens including a Type 15 and 'Black Bess', plus a short chassis Brescia and a wonderful Type 30, called 'the toast rack' as it was a full four-seater without doors and clearly built for the Côte d'Azur. I think it went to America but seems rather to have disappeared from view. He had many other Bugattis including a Type 57S, the coupé body of which he designed himself and must have been, I think, rather more comfy and commodious than a standard Atalanté; he was quite an artist. Peter obviously had an eye too for the exotic and bizarre for there were many other cars as well including an Emmet-like saloon Bébé Peugeot that looked as tall as it was long, and I have to confess what I coveted most, not even a Bugatti but a twelve-cylinder Hispano open two-seater so sporting yet majestic that I think it must have been a car to put down virtually all others. (But Peter was much too much of a gentleman ever to have done such a thing).

"Peter had suffered a seriously injured hand in the course of the war which must have rather spoiled his motoring afterwards but he never complained or talked about it. Peter's wife, Lola, was very charming but we knew her much less well as she rather mirrored his retiring nature and I certainly never saw her at Prescott.... He was what you could call 'a lovely man', modest, gentlemanly, friendly and above all one of the very greatest Bugatti enthusiasts."

Bill Ellis's son Tony had collected GTM28 from the wharf in Wellington, presumably before his parents arrived back from their trip. At the age of 23, Tony must have been mortified when a nasty noise signified that a bearing had failed on his father's precious Rolls-Royce. What negotiations went on between Paddon Brothers and the Ellis family have not survived, but the integrity of a firm of dealers who had sold an already 30-year old car to the other side of the world is surely exemplary.

There is an invoice to Rolls-Royce Limited dated 1 January

1959 for re-metalling a bearing “which was porous” for an amount of £2-5-0, no doubt the reason for the bearing’s failure.

The Rolls-Royce was used regularly in Wellington by Bill Ellis, who was commercial agent for Walt Disney there. The author of this article used to regularly see GTM28 gracing The Terrace in the mornings, and as he became older Mr Ellis enjoyed being driven to work by his sons Tony and Jonty. By the late 1970s Tony had gradually assumed responsibility for its care and maintenance, and on his father’s death he inherited the car. A special garage with side windows which enabled the Rolls-Royce to be admired from the house at Seaview Terrace in Northland was built, and the James Young coachbuilder’s photographs reproduced here hung on the wall beside it.

As GTM28 completes its first 80 years of life, it has outlived Mr C.L. Hampton, Peter Hampton, presumably the owner or owners in between who treated it with less than the respect it should have received, the Marquis of Ailsa, Mr H.D.T. Ellis, and now Mr Justice Ellis. Truly, we are only caretakers of these great machines.

A recent opportunity to get to know GTM28 a little better arose, and the colour photographs included here were taken near Manakau, near Otaki, where the car currently lives in the care of Vicky Ellis. Starting the engine involves careful study of the owner’s manual, with correct setting of the ignition timing (“late”), magneto switch (on), hand throttle (off), mixture control (“rich”) and starting carburettor (on) essential for the starting process. The correct way



Refer to the Owner’s Handbook for instructions regarding “Early and Late” and so forth.

to hold the mouth is important too, and when the correct combination was achieved the engine soon settled down to a steady fast idle before being driven to an orchard for some of the photographs appearing with this article to be taken, and as Vicky Ellis drives the Twenty up her driveway.

No manual was available for unfurling the hood, and this is not a simple procedure, although the more critical operation of furling it again was simple. Beautifully designed the mechanism certainly is, with cross-bracing arms and substantial folding irons, and since the hood is fully lined the car is as comfortable as a saloon of its era. In other words, very comfortable, and GTM28 is a window to a world of which most of us have only read.

Your reporter is very grateful to the Ellis family for making GTM28 available, and for their hospitality.

A.T.K.



More details of GTM28 James Young coachwork, designed by the late C.W.P Hampton



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