

New Zealand Rolls-Royce & Bentley Club Inc

Issue 08-5, 2008

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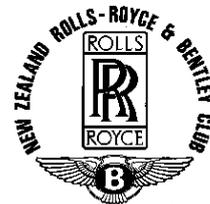
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CLOSING DATE FOR NEXT MAGAZINE

Deadline for receipt of all material for issue 08-6:

22 November 2008.**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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Front Cover: A much loved Bentley Character, the late Dave Bowman, seen during a Bentley Drivers' Club Rally with his Speed Six at Pukaki in the late 1960s. Photograph courtesy of Roger Lloyd.

Club 40th - From Roy Tilley

At the Napier AGM I was tasked with confirming the date of the 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.

Northern Region

- **Labour Weekend** – 25-27 October. Rotorua/Taupo tour
- **Parnell Rose Festival Display** - Sunday 9 November from 10am. 4 cars required.
- **Northern Region AGM/Dinner**– at Romford's– Sunday 16 November 5.15pm AGM, 6pm Drinks, 7pm Dinner (Black Tie optional)
- **Waiuku British Car Festival** – Saturday 22 November from 9am, Massey Park, Waiuku.
- **Annual Picnic** at SHAKESPEAR REGIONAL PARK – Sunday 18 January
- **RREC 25 Register NZ Tour** starts from Auckland – Sunday 25 January
- **Galaxy of Cars** at MOTAT - Sunday 1 February
- **Intermarque Concours and Classic Car Display** at Ellerslie – Sunday 8 February
- **Annual Rally and AGM Monte-Carlo Style to Napier with Dinner and AGM at Taihape** – Friday to Monday 6-9 March (Central Region organisers)

Central Region

9 November 11:00am Central Region Annual General Meeting at Southwards Car Museum.

The lower floor has been extended, so there is much more to view for those who have been there in the past.

30 January Meet the 20/25 Rally for tour of Wellington and lunch at Southwards to meet and greet and inspect the fourteen minus one cars on the tour. Times to be advised.

15 February British Car Day at Trentham Memorial Park, Upper Hutt. (proceeds in aid of Wellington Free Ambulance). We invite those returning from the 20/25 Rally to attend, and also anyone else in the area with a Rolls-Royce or Bentley to display.

National Rally 2009

Friday 6th March: Starting Monte-Carlo style and meeting at Napier,

Saturday 7 March: Travelling to Taihape via "Gentle Annie"

Sunday 8 March: National Annual General Meeting at Taihape 10:00-11:30am then either return home or travel on to Martinborough via Manawatu Gorge aiming to arrive at about 3:00pm.

Southern Region in co-operation with the Rolls-Royce & Bentley Touring Club (Inc)

The new Southern Region Committee is at work on an exciting programme of events. We will be working closely with the Rolls-Royce & Bentley Touring Club (Inc) to ensure that their events and ours fit easily together. With our busy lives the wider choice of dates cannot be anything but beneficial to us all.

Labour Weekend 24-27 October: The Rolls-Royce & Bentley Touring Club (Inc) has invited us on their Touring Run to Marlborough. These events have always combined good motoring through glorious scenery with good fellowship. Friday night in Kaikoura, and Saturday and Sunday nights in Blenheim.

Sunday 23 November: "Lady Barker" Run visiting locations associated with the author of *Station Life in New Zealand* (1865) and other points of historical interest around Whitecliffs, mid-Canterbury. Meet at Lady Barker plaque, High St (outside WINZ) at 10 a.m.

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 the tour group at the various locations this can be arranged.



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 V8s, 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 mt@xtra.co.nz

ADVERTISING – pages 20 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.

Mainland Comment

Magazine 08-3 (the first of our new A4 format, with the pretty picture of Vicky Ellis's 20 h.p. GTM28 on the cover) had a distribution glitch, so that some members whose names fell towards the end of the alphabet missed out on their copies. This may not have been noticed until 08-4 arrived, and if you have not received your copy of 08-3, please contact our Membership Secretary, Rob Carthew, as Rob holds the spare copies.

Our Patron, Merv Warner,

mentioned a couple of errors our ace reporter ATK made in his account of the AGM Weekend in 08-3. ATK has a solid North Island

background, but still managed to confuse his place names. The wait for the nice AA man to reach the stranded Bentley at Mokau from Katikati would have been a long one, and the AA mechanic's base should of course have been Kihikihi. Idiot. The one-lane suspension Bertrand Road Bridge is not new, but rather rebuilt after its earlier incarnation had been closed for about eight years.

The series of John Craig's memories of his days with Rolls-Royce Limited, the second part of which is in this issue, has been widely enjoyed. Merv Warner met Mr Craig when he visited New Zealand, and we hope to publish some memories of that time.

As this is written, spring is gradually making an appearance after a fairly unpleasant winter, and we hope that you have all managed to remain comfortable during the various vicissitudes that have been flung at us. This magazine hopes to be one of the few sources of information not expressing more than



"We're just kidding ourselves, thank you."
This is the caption from The New Yorker cartoon of 18 February 1963. Had their artist Mischa Richter (1912-2001) recently visited the showrooms of J.S. Inskip Inc?

a mild irritation with what we have so far seen of the 21st Century. Apart, that is, from those speakers on the radio who have a particularly infuriating habit of reguly omitting syllables from words where we need them, and then have further shown their disregard for our state of metal health by inserting syllables where we don't want

them, thanks very much. And then there is the subject of Apostrophes, Their Care, Feeding, Use and Misuse. There, I feel better already.

While some of us just think about our cars and what we would like to do with them, the two photographs here show progress on Philip Eilenberg's Mark VI B372MD, due for completion this summer, and the triple-eccentric camshaft drive on Peter Morelli's 8-litre YX5114 as the engine undergoes

an overhaul at Bruce McIlroy Ltd in Ashburton. The refinement of the final "W.O." designs so impressed the Rolls-Royce Company that they bought, under

still controversial circumstances, the old Bentley Company for £125,000 in 1931, and it is very rarely that we have the opportunity to examine the 8-litre's mechanical features.

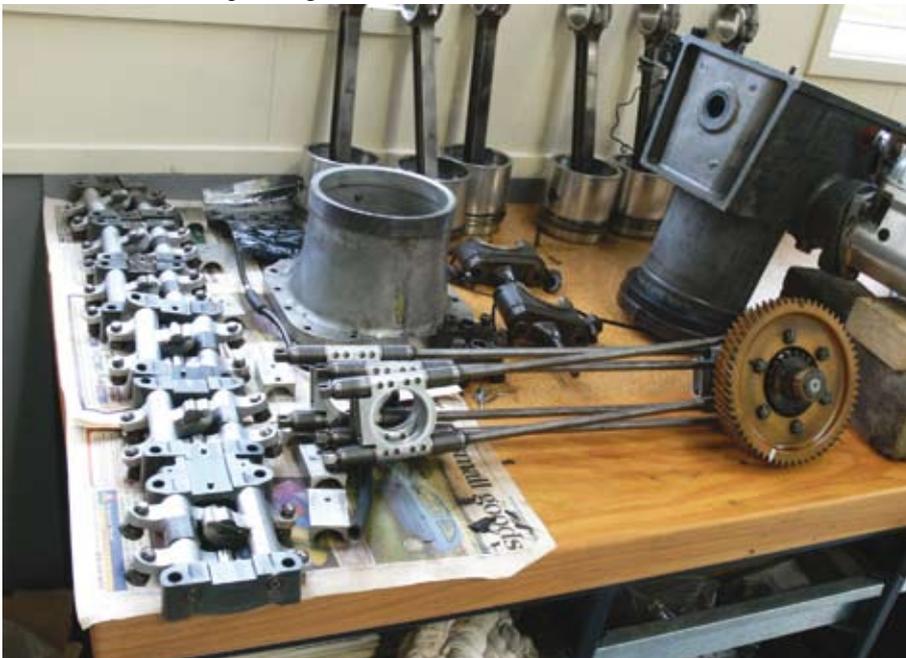


The next issue will include a long-range programme of events organised across the Tasman by the RROCA. Some of these events would tie in very nicely with a Tour organised by our new advertisers, Air Adventure Australia.

Comments from our Chairman

After the last A.G.M. in New Plymouth when there was an election for the position of Technical Officer, the National Executive has decided that we should appoint a second Technical Officer. Eddie Riddle has agreed to accept this position.

Although there is no formal delineation of responsibilities in this area, it is well known that Roy Tilley has extensive knowledge of the later cars while Eddie's prime interest is in the earlier, six cylinder cars. Eddie has a 20/25 and has written many technical articles for our magazine. When Eddie speaks about six cylinder matters, I listen!



Regional Reports

Southern Region Social Run 10 August

Saturday 9 August was pretty much the same all over New Zealand, miserable with rain and wind and in Christchurch your reporter's arrival in town was greeted by snow covered cars. But Sunday was very different and on a calm clear morning nine cars, five Rolls-Royces and four Bentleys, set off on the Southern Region's ramble around Lake Ellesmere. Clear instructions sent us immediately on to less travelled country roads to wend our way to the seldom visited southern side of the lake with stops for views and chats. The rain we all know so well meant the closure of some roads as fords were impassable but that was the perfect excuse for taking scenic detours. Banks Peninsula was a splendid snowy sight seen across the shimmering water with the shags drying their wings while perched on almost submerged fence posts. The Aquafresh smoked salmon and eel pâté factory at

Timberyard Point is unfortunately closed at weekends (their brand is available at supermarkets administered by Foodstuffs) but served to remind that lunch was not far away. Timberyard Point derived its name from the point to which timber felled on Banks Peninsula was barged across Lake Ellesmere and then transferred by tramway (we had earlier passed Tramway Reserve Road) to other points in Canterbury.

At Fisherman's Point we oohed and aaahed at the breakers pounding the shingle bank at the lake outlet and wondered at the cost of the four salty, rust-stained Big Yellow Bulldozers that strive to open the channel when lake levels threaten. Romping down a very watery, muddy lane took us to the peaceful church and graveyard at Taumutu, definitely worth the car wash that was already necessary even before leaving the city.

At Leeston we were joined by two more crews, the McIlroy family in the Jack Barclay Pillarless Saloon by

Park Ward Bentley B49MX, and Stephen Fowler in his always immaculate Rolls-Royce Shadow II. We ate well and at a fair price but the wait gave time to contemplate a weekday trip to sample the yummy wares at the fishy place. As usual, anything and everything was debated over lunch.

Further scenic country motoring led to Gebbie's Pass over to Lyttelton Harbour with more splendid watery views. Our numbers now reduced as some had taken the alternative route direct to their homes we concluded with a coffee stop at Governor's Bay Hotel where details for the great November country picnic run were discussed. (Make sure you put 23 November in your diary; it promises to be a Big Day Out with Entertainment as well as Splendid Motoring.)

In all a great day with some fresh faces (some new and some returning after a long absence). The marques were almost evenly divided and it was great to see John Allen's Wraith, new member Peter



John Allen's Park Ward limousine bodied 1939 Wraith, chassis WHC11, was ordered in the colours seen here, but with the coming of the War it was painted black and pressed into war service. Photographs of this or an identical car exist with Field Marshal Montgomery. It has been in the Allen family for over 40 years, but was laid up after the 1973 oil shock, and has only recently been re-commissioned. Seen here at Timberyard Point, Lake Ellesmere, during the Southern Region Social Run, 10 August.

Southern Region 10 August Report (Continued from Page 5)



At the start, from left: Ann & Malcolm Graham's Bentley Brooklands; Peter Somerville's Silver Spur; John Ferguson's 25/30; Michael Midgley's S3; Hilary & Tom King's T; Alastair Scott's Silver Shadow 1; John Allen's Wraith; Alan and Ruth Shaw's Silver Spirit.



(Above) With the Southern Alps bit of the view from Timberyard Point: John and Gladys Allen; John Ferguson; Anthony Dacre; Malcolm Graham; Alastair Scott; Alan Shaw; Ann Graham; Ramon Farmer and his map; Ruth Shaw; Peter Somerville; Hilary King; Michael Midgley. (Below): Peter Somerville's Spur; and Peter departing Stage Left from the church at Taumutu.



Somerville's nicely refreshed Spur, and Malcolm and Ann Graham's beautifully shiny red Bentley Brooklands.

Thank you to Ramon Farmer and

Tom King for the planning. One point to ponder is the preponderance of competing cars with speedometers calibrated in miles, whereas the instructions included fairly



frequent references to kilometres, resulting in some mental calisthenics.

Michael Midgley

Northern Region 31 August Run to Matakana



It had been a little while since the last RR and B Car Club event in Kerikeri and we were only able to join that for the excellent Sunday lunch, so it was great to be 'on the road again' as it were. Sadly, on Sunday morning, the weather looked very ominous but I defiantly finished the last bit of polishing – supposedly a therapeutic exercise.

At 9.30 Sheila and I picked up our friends Stan and Rosemary Pritchard. Our next stop was to meet Ray and Shirley Scampton with their grand Silver Cloud S3 at Lookout Hill on the outskirts of Whangarei. The plan was to meet up with the Auckland contingent at the R D 6 Restaurant at Matakana. The light rain on the way was one thing but a sign looming ahead – SLOW DOWN 30km/hr – followed by an even larger sign - LIME SPLASHES - WASH YOUR CAR TODAY was getting a bit harsh! This continued for over a kilometre then we were back on our way. Our route took us through Warkworth, past Ascension Vineyard and Matakana – what an interesting, developing area this is.

The R D 6 Restaurant was part of an impressive complex called Matakana Country Park. We were the first to arrive and the owner met us and had thoughtfully put signs up to reserve our parking area. The Park includes: a Country Kitchen Café; an excellent art gallery; a children's playground; a craft shop; a riding school; various other animals; miniature train rides on Saturdays; and a picturesque little church which will be ideal for weddings and the like when renovations and landscaping are complete.

Soon the Auckland guys arrived in an impressive convoy – 2 Bentley S-series, 2 Silver Shadows, a Camargue, a Corniche, 2 Jaguars and an MX 5. Steven Atkinson arrived a little later and his Silver Cloud looked a bit wounded. Whilst exiting his garage and trying hard not to hit his daughter's \$20 bicycle he crunched the front wheel arch - probably saying, "Oh golly gosh!" or something similar. What a shame.

Over 30 members and friends gravitated to the pleasant restaurant and, after much furniture moving, settled to enjoy lunch and a chat at a long table near the huge roaring fire. There was



a wide selection of delicious meals to choose from (Stan had the best seafood chowder ever), plus a good variety of liquid refreshments. Rod Newport, our Northern Chairman gave a few words of welcome and our National Chairman, Richard Hadfield, congratulated all on a grand turnout and extended a warm invitation for club members to join the Special General Meeting on 20 September at his home to vote on the proposed Constitution and Rules.

After lunch and coffee some of the group chatted about the cars as one does, or browsed around the complex before elegantly departing. Overall, a most pleasant episode. Report and photographs by Peter Romer

Chairman's Notes

Well!! What a month it has been. Not exactly the weather for open top motoring even for those of us still young enough to fancy such a thing, let alone those of us old enough to be able to afford the idea.

The re-invigorated Southern Region goes from strength to strength. The regional secretary, Tom King, has included me in the e-mail list to receive a copy of their newsletter and the last issue was a full close-typed page of events, recent and planned. It is good to see that both they and the Touring Club are working well together and enjoying each other's events. The other regions will have to look to their laurels to keep up.

The main function this month has been the Special General Meeting to approve the new constitution. You just never know what is going to happen at these events. Normally we get about thirty or so to attend an Annual General Meeting so the executive figured that we may get twenty if we were lucky to come along to a Special General Meeting. How wrong can one be! We were over run by enthusiastic members all willing to turn up to be part of the new move.

The Privy Council meets while standing up to keep the discussion concentrated so I thought that if it was good enough for our most senior court, then it is good enough for us...nothing to do with the fact that we did not have nearly enough chairs of course.

Before the meeting proper started, we had a short address by John Dyer from Air Adventure Australia which is the newest advertiser in our magazine. He told us about touring Australia by private aeroplane and, as a couple who have driven from Adelaide to Darwin on one occasion and from Perth to Sydney on another, Lois and I can assure you that flying is the best way to see Australia. In return for five minutes of our attention, John's company contributed toward the cost of the food and wine we all enjoyed before and after the meeting.

The meeting was officially opened at 5.50 p.m. and members were reminded that the draft of the proposed new constitution had been first sent to the National Executive for comment which resulted in a document which their combined wisdom thought was appropriate. This was then circulated to all members and the committee received many more ideas, most of which were also included.

This final draft was then voted on and accepted unanimously. What a relief! We can finally get on with the main object of the club which is to enjoy our motorcars.

From the last magazine, you will have seen that the 20/25 Register of the RREC (the English club) are holding a rally of New

Zealand early next year. This is working up to be a great event with, at last count, fifteen cars being imported for the occasion. Lois and I have entered with our 1930 Brewster bodied 20/25 and all our members are welcome to join in any of the functions en-route. This, of course, includes the opening dinner in Auckland and the final function in Christchurch. The list of towns and cities to be visited was published in the last magazine and several members from around the country have organised side events in their own area to entertain the visitors.

Owners of appropriate cars, that is 20/25hp – 25/30hp - Wraiths and cars up to '50s and '60s models including Bentleys may join in the rally and/or parts thereof but, at this stage, it will be necessary to make your own hotel/motel bookings as the organisers have been obliged to finalise the hotel reservations list.

The route is, in many ways, similar to the 2004 Centennial Rally except that the journey after Nelson takes us through Kaikoura and Arthur's Pass rather than through the Buller Gorge to the West Coast. The list of hotels being used was published in the previous magazine so if you are keen, then try for a booking on your own account and join in the fun. I have found in the past that on these occasions where members have shipped their cars around the world, they are determined to have a good time. For that reason alone it is a lot of fun to join in an event like this and, at the same time, help to show them our fabulous country.

The central region has the task of picking the venue for the A.G.M. next year and setting the route for the national rally.

It is proposed that we start or pass through Napier with the object of travelling over Gentle Annie. This is a little used road but very scenic. Quite a challenge for older cars but I first travelled it in 1959 driving in a 1936 model 'Y' ford. There was continuous grass down the middle from Napier to Taihape. However, when we drove over there in the Bentley rally a couple of years ago we found it to be nearly all tar sealed. Why do they always take the fun out of these things? The final destination for the A.G.M has yet to be picked but the Central committee are thinking of somewhere like Ohakune or The Chateau or maybe Wairakei where we were about ten years ago. A lot depends on the availability of a venue, but the date looks like it will be the weekend of the 7th / 8th of March so mark it on your calendar.

Spring is now upon us so there is no excuse not to get out and support your regional committee and attend the events they have worked so hard to put together for you.

Don't forget this- Life is not a dress rehearsal !

Richard Hadfield.
Chairman.

Central Region Report

Wairarapa visit 7 September

A most successful afternoon in fine weather started off with lunch at the Wild Oats Café in Carterton. 20 members in ten cars including three Silver Shadows, one S3, one S2, one Silver Cloud II and one Brooklands, made it one of our most successful events for a long time. We travelled to John and Shirley Cameron's home, 'Carrington House' on the outskirts of Carterton to view John's collection of cars and motor-bikes including a Phantom I, a GT Continental and an Arnage. Shirley also showed the ladies around the gardens and tuned on some most welcome tea, coffee and biscuits afterwards. Unfortunately John was laid low with 'flu so was not able to join us. We wish

him a speedy recovery and pass our thanks to both John and Shirley for their hospitality.

From Carterton, we headed north to Masterton to view new member Barrie Bensemans Silver Cloud III, SEV249, undergoing a most thorough restoration and bare-metal repaint. Whilst the car is still only in primer, the quality of workmanship was superb in removing the ravages of time, sun and dust in a South Australian farm shed, together with some conflict with one or more solid objects. Scott Wildman has recently set up his panel shop in Masterton, and whilst he appears to be mainly involved in hot-rods, anyone seeking major body work on a PMC could do much worse than to contact him.

My Years with Rolls-Royce Limited (Part 2 1945 to 1971) by John H. Craig

Reprinted from *The B.C. Spirit*, Newsletter of the Rolls-Royce Owners' Club, British Columbia Region, by kind permission of the Editor and the Author.

Moving on to May 1945 when the war in Europe ended, we Tank Service Engineers were obviously out of a job. Rolls-Royce Ltd., with 85,000 employees, had the task of converting to peacetime and from one customer – The Government – to as many private customers as it could get quickly. Fortunately for me it was decided to try marketing cars, although the first car, the Bentley Mark VI, was not delivered until November 1946.

I was lucky as I got transferred to work for Stanley Bull, who had worked with Henry Royce before the war and who was given the job of starting up the Motor Car Parts and Service at Nightingale Road, Derby, as there were a lot of owners who had stored their cars at the beginning of the war and were now wishing to get them back on the road even though gas rationing for pleasure use was only just being re-introduced.

In 1939 all the Car Parts for both service and production had been moved from Nightingale Road to a wood barn-like warehouse at Shardlow, near the pre-war Donington Park Car Racing Track, and the plan was to move them all down to Hythe Road in London where it was proposed to base the future Car Service and Parts Department for the World. All these parts had been moved to Shardlow toward the end of 1939 without any real thought for dealing with them when the war was won. Stanley gave the daunting task of General Parts Manager to Cyril Mercy, another long time employee, and he and the team he selected were really quite fantastic in car indexing all the parts (mostly from personal memory) and getting them moved and correctly binned at Hythe Road by the middle of 1946.

I was teamed with Doug Fox, who later became Chief Car Tester at Crewe, and our job was called "The Appeasement Campaign". I never did understand that title but it meant that we were to visit owners at their homes and re-commission and service their cars and do everything necessary to put them back on the road. Most of these owners had allegedly stored their cars according to information supplied by Rolls-Royce in 1939, and so we did not expect to find many problems. How wrong we were!

The first car we went to see was a 1939 Wraith with about 120 miles on the odometer and no number plates. We found that the owner had taken delivery in August 1939 from H. J. Mulliner, and had just driven the car into his garage and then left to join his regiment.

The car had therefore been standing immobile on its tyres for nearly six years with quite a lot of gas in the tank, and obviously with a dead battery. We found the fuel had oxidised, and the bottom of the tank, the pipes, fuel pump and carburettor were all covered in gum. We removed the tank and had it cleaned but the gummy substance had corroded the bottom so that it was more like a sieve than a tank. We found a new tank at Shardlow, overhauled the S.U. pumps, but had to find a new carburettor which we also got from Shardlow.

Once we had got the engine running we found that the clutch had seized and nothing we could do would make it release. This meant taking the gearbox out and fitting a new clutch plate. Thus what was supposed to be a small re-commissioning service became a big job. I guess it was the Accounts Department under Stewart Quigley, later General Parts Manager at Crewe, who would have to "appease" the owner when the account was rendered!

We went to many owners' homes and serviced cars ranging from a Doctor's 20 h.p. through Bentley 3½ and 4¼, and 20/25s and 25/30s. Only a couple had not jacked the clutch pedal out as recommended, and one of those was a Bentley 4½ which was fitted with a morganite bronze liner clutch plate. We had to fit a Borglite clutch plate since, in post-war Britain, all the morganite bronze had been set aside for ecclesiastical use.

Most of the others' cars still had a bit of trouble from gas gum residue, but nowhere near as bad as our first car. We went to Lord Derby's estate near Liverpool to commission his stable of Rolls-Royce cars. One was a beautiful H. J. Mulliner 25/30 Saloon with Division upholstered in Baroda Blue West of England wool cloth in the rear and dark blue leather in the front. The car had been stored in its own garage in the grounds of the estate in 1940, correctly jacked off the ground, all gasoline drained and the clutch pedal jacked out, and covered with a large dust sheet. I opened the rear door to remove the rear seat to service the rear axle and

horror of horrors immediately all the wool cloth disintegrated into dust. Unfortunately moth had attacked the cloth over the five years of storage, and with no air disturbance the damaged cloth had remained in position and looked perfect until I opened the door, when it just turned to dust. Obviously the car had to be completely re-trimmed.

Toward the end of 1945 Doug Fox was transferred to Crewe as Chief Tester to set up the Final Test Department, and that left me on my own at Derby to deal with these owners. I well remember going to see an owner at Lytham St Annes who owned a Phantom III, and during the service I recommended that all the coolant hoses should be changed, and that the heads should be removed and the valves reground and lapped. I lived in the room above the owner's garage for the week whilst I was doing this work and I can vouch for the fact that doing a top decarb on a twelve cylinder PIII is quite a big job.

However, the owner I remember best was a physician living in the country near Bridgenorth in Shropshire. He also owned a Phantom III and had a practice in Kidderminster which he attended every day. His car wanted a full service and also a top decarb, so again I lived in the bedroom over the garage whilst I was doing the job. He used to arrive home about 6:30 in the evening and come into the garage to see how I was getting on. He made his own Sloe Gin and had a very impressive collection. Every evening he would bring one or two different ones for me to try. It was a very pleasant experience.

By the end of 1946 the London Service Depot, as Hythe Road was officially known, together with the Dealers that had been appointed around the United Kingdom, were getting in a position to handle Sales and also Service, and it was no longer necessary for me to visit owners at their homes. I was appointed the Technical Service Engineer at Hythe Road and had a small staff with a workshop to investigate and solve service problems. It was not long before the London Service Depot was servicing and repairing 130 or more cars a week. We dealt with all manner of complaints from Static Shock to lack of performance, and handled correspondence from all over the world.

In my leisure time I became interested in Motor Sport and joined the British Automobile Racing Club and the Brighton & Hove Motor club. The former had been known as the Junior Car club before the war, when it was responsible for running events at the Crystal Palace Motor Racing Circuit. As the BARC it became responsible for getting the Goodwood Motor Racing Circuit built on the perimeter road of the Westhampnet Aerodrome which had been used by the RAF for Hurricanes and Spitfires in the Battle of Britain. The latter Club was responsible for running many club member events too, and also The Brighton Rally and Concours each July and the Brighton Speed Trials in September on the sea front road. It was also responsible for looking after the Finish of the London to Brighton Commemorative Run each November in which only cars built in 1904 or earlier were eligible. I became Chairman of the Brighton Club in 1948 and first met Stanley Sedgwick, the President of the Bentley Drivers' club, and Stanley Sears, the President of the 20 Ghost Club, both of whom visited Hythe Road with their cars from time to time. Vera and I became very friendly with them and counted them and their families as close friends. About this time I bought a 1939 3½ Litre Jaguar SS 100, and after modifying the cylinder head, ignition and carburettors raced it in Club Meetings at the Goodwood and other racing circuits in southern England.



John in his SS100 at Madgwick Corner, Goodwood, on 17 June 1950

It was in 1950 that I achieved a lap speed of 79.3 mph at Goodwood and which stood as the Sports Car Lap Record for that year. The following year I got a 1951 Jaguar XK120 and with the help of Lofty England of Jaguar Cars tuned it for performance. With it Vera and I won the Brighton Rally and Concours in 1951 with the car in its original metallic bronze colour, and again in 1952 after Vera and I had stripped and repainted it in a special metalescent green.

At work I became responsible for all technical matters arising on cars brought in for service and repair and as a result met many owners. One customer, Dennis Becker, owned a Phantom III Touring limousine by H. J. Mulliner and three Bentley Mark Vs. After we had cannibalised one of the Mark Vs to make the other two into good ones, he gave that Mark V to one of the apprentices, Andrew Wood, now with his brother Paul the owner of the well respected dealer P. & A. Wood of Dunmow in Essex. In his spare time Andrew worked very hard on that Mark V and was assisted by Dick Burchmore, his Charge-hand at the time, and who had collected over the years a considerable collection of previously used Mark V parts that had been discarded during work on earlier Mark Vs.

Dennis always felt his PIII should go faster because it had a lower roof line than most Mulliner PIIIs. We knew that the exhaust system of a PIII absorbed something in the order of 60 h.p. at 4,000 r.p.m. leaving only 120 h.p. to drive the wheels, and felt that if this figure could be increased he would get what he desired. We also knew that the Silver



*The Continentals
at The Welcome
Inn on 10 July
1966*

Cloud exhaust system absorbed only about 20 h.p. so we modified his system to Cloud specification and he reported that it was a different car with 100 mph being easily obtainable. This was not surprising really, since he now had about 155 h.p. at 4,000 r.p.m. available.

During the early life of the Silver Cloud in 1955 we experienced a significant number of complaints of flat battery, in the London area particularly, and it was felt that the problem lay in some obscure fault developing in the C48 dynamo. To try to re-create the problem, Lucas of Birmingham set up a test rig to run over 100 dynamos continuously. They must have run them for nearly a month without any failures. The Crewe Engineering Department were also heavily involved in trying to work out the problem.

My small Technical Services Workshop, where all Returned Under Warranty material was meticulously inspected, found that in over a hundred returned dynamos that had been inspected, at least one of the two brushes was stuck or seized in its brush box and had ceased to contact the commutator thus stopping charging. It was found that new brushes had very little end float in the box - something like 5 thousandth of an inch - and that increasing that clearance to 30 thou overcame the problem. Accordingly, we, at Hythe Road, started to modify brushes to give a larger end clearance and found that cars that had previously experienced a flat battery appeared to be cured.

Of course there were a lot of people at Birmingham and Crewe who were very dubious about this simple solution. However, investigation found that this same dynamo was in use by other car manufacturers who had not had any trouble. Further checking found that Lucas, in the manufacture of these dynamos for Rolls-Royce, had tightened up their inspection procedures and had felt that the fit of the brushes in their brush box should be snug. On checking, the dynamos supplied to the other companies had a sloppy fit lengthwise of the brushes, thus confirming our theory.

This made me realise that often there is a simple solution to a big problem.

In late 1955 the S Series Bentley Continental was introduced and many purists were of the opinion that it was slower than the car it

replaced, namely the R Type Continental with the 3¼ inch bore engine. The Car Division decided to do some tests at MIRA Proving Ground on the high speed circuit and I was responsible for taking two examples of the S series, a Park Ward Convertible and a Mulliner saloon, and an example of the Mulliner R Type up to MIRA. The day was cool and overcast but the Experimental Tester from Crewe was able to put all three cars through their paces. It was confirmed that the S Series cars were about 2 or 3 mph faster on the lap than the R Type despite being slightly heavier cars with a lot more luxury in their appointments. It was still decided that the S Series 6 cylinder engine would be further developed and Jack Phillips, who was responsible for the design of the V8 engine that has been used since 1959, and his team, improved the six cylinder head with bigger inlet valves and big bore carburettors and these changes were introduced at the end of 1956.

1958 saw some radical changes in Company Policy. Until then Hythe Road had been responsible for World Service and Parts Supply which included parts procurement and shipping and despatch to both home and overseas dealers and owners. Yes, at that time Owners could order direct and have the parts shipped to them rather than going to their nearest dealer. The new Policy was to move World Service and Parts Supply to the factory at Crewe. Technical Service for the World would also be housed at Crewe. Hythe Road would then only be responsible for servicing, accident repairs, and unit repairs for cars brought in by owners from home and overseas.

A further decision was to set up a Company Owned Parts Department in the U.S.A. in New Jersey. A Sales Office would be set up in Rockefeller Plaza in New York under Norman Miller and would be responsible for appointing a Dealer Network in the various states. This meant all the office staff at Hythe Road who were engaged in procurement, shipping, Customs Declarations, and the like would be transferred to Crewe, also the warehouse staff who were involved with Packing and Despatch would move to Crewe.

Peter Young, who was the Manager responsible for all Overseas Shipping, was offered the job of Parts Manager in New Jersey, which he and his family accepted. He also had the job of identifying the stockholding he would want in New Jersey, and in order to obviate double handling he arranged for all the initial stockholding to be shipped from Hythe Road stock to the U.S.A. before the major move to Crewe. Hythe Road was left with only a small stock of fast-moving spares for its new role as Car Service Station, and which would be replenished as required from Crewe.

About this time I was appointed General Manager of Hythe Road and became responsible for implementing the plan and reorganising Hythe Road. Large amounts of office space became vacant and we had to replan the workshop area. Fortunately the building was of a 30 foot module construction on three floors and it was possible to knock down walls to convert the unused office space into useable workshop areas. It was possible to relocate the Parts Department to the ground floor with a mezzanine which increased storage but reduced the floor area required. The total floor space was 190,000 sq. ft. and we were able to make 163,000 sq. ft. into workshop and paint shop space and use only 13,800 sq. ft. for the offices. We also had the Apprentice Training Centre, Dealer Mechanic, and Chauffeur Instruction School and the canteen occupying the remaining 13,200 sq. ft., all told a very satisfying result. The annual gross revenue of Hythe Road in 1960 pounds was nearly £850,000 (about US\$2.5 million) with a net profit of 16%.

By 1963 or 64 there were rumours circulating within the work force that the Main Board were considering closing down the Car Division because of pressure from the Aero Division to reduce unnecessary expenditure. It was also rumoured that the cost of the next new car body shell suite of tools would be in the £20 million mark (about US\$50 million) and that the Silver Cloud III required replacing because it was getting sales tired.

Certainly the idea of production of the next car, code name SY, to meet modern automobile engineering standards and legislation was a very daunting one. It was true that some of the Main Board Directors were sympathetic to the idea of closing down car production, especially with the RB2-11 jet engine development going ahead. We all knew that Anthony Wedgwood Benn, the Minister of Technology, was forcing the Aero Division to get an engine contract with one of the major commercial civil airframe manufacturers in the U.S.A., such as Boeing, McDonnell Douglas, or Lockheed.

Fortunately the Chairman, Lord Kindersley, was very much

My Years with Rolls-Royce Limited (Part 2 1945 to 1971) by John H. Craig

in favour of keeping the Car Division going, and over lunch one day he mentioned to me that even if the Car Division lost a million pounds a year it was still the best advertising that Rolls-Royce could get with all the owners around the world driving their cars on the roads with the interlinked RRs on their radiators.

1964 was a bad year in that two experimental Test Drivers were killed in car accidents and the two Experimental Cars they were driving destroyed. Also a Ferrari that had been borrowed by Experimental for evaluation purposes was severely damaged in an accident. The Car Division Directors decided that all employees who were permitted to drive on Company business should be evaluated and helped as necessary to improve their driving techniques. To this end a Senior Examiner/Tester from the Lancashire Police Driving Academy, Jim Farmer, was employed to do this job. This appointment did not go down too well with some of the long time Testers and Truck drivers in the Car Division, but Jim had a very pleasant manner and soon got everyone keen to be involved. He set up Rally type driving tests, skid pan experience and tests, and finally a 45 minute driving test for each company driver, including the Directors of course.

He and I became good friends, and it was arranged that I should go through his whole programme and then we would get the Chief Driving Examiner of the recently formed Institute of Advanced Motorists, whose Patron was Prince Phillip, to accompany us in a Silver Cloud while Jim put me through the Rolls-Royce Advanced Driving Test. The objective was to get the Company Test accepted by the Institute as equal or better than their Test and as a result any of our employees who passed the Rolls-Royce Test under Jim Farmer would automatically be accepted as Members of the Institute. Jim felt that this would be a good incentive to all the Company drivers if we succeeded.

We achieved our objective and this went a long way to overcoming any misgivings by those employees who originally disliked the reason for Jim's employment. There was a marked improvement in driving and a measurable reduction in accidents. It is significant that Jim Farmer was later asked to include the Aero Division in his Terms of Reference.

Toward the end of 1965 the Silver Shadow was introduced to the Press and the Dealer body at that time. This model was destined to become the most successful car ever produced by Rolls-Royce.

In July 1966 the Bentley Drivers' Club held an R Type Continental celebratory luncheon at the Welcome Arms Hotel in Stratford-on-Avon for as many Continental owners as possible. The importance of this day was that a number of Rolls-Royce executives who had been involved with this car were all present, and the photograph shows from left to right, Ivan Evernden, Arthur Robotham, Barry Eastick (owner of a Bentley Continental), Jack Scott, myself, and Harold Johnston.

Ivan Evernden joined Rolls-Royce in 1916 as a draughtsman but was sent to West Wittering in 1921 to work with Henry Royce. Ivan was responsible for the concept of the Phantom I Continental. He was awarded the MBE for his design work on the cooling system of the Cromwell/Meteor Tank and was responsible for the R Type with Mulliner coachwork and for The Flying Spur. He retired in 1961 and it was said that his mannerisms mirrored those of Sir Henry Royce.

Arthur Robotham joined Rolls-Royce in 1919 and became assistant to Ernest Hives in 1923. He was the prime mover in the introduction of the Derby Bentley and later responsible for the Cromwell/Meteor Tank. He was appointed Director of Tank Design by Lord Beaverbrook and secured the standardisation of the B range of Rolls-Royce engines in the British Army's wheeled fighting vehicles. He was responsible for the introduction of the MkVI Bentley and became Managing Director of the Diesel Division before he retired in 1963. His book "Silver Ghosts and Silver Dawns" is well worth reading.

Jack Scott joined the Car Division as Sales Manager in 1946 from the Rootes Group. He developed the World retail network in the post-war period until ill health forced him to retire in 1968. Harold Johnston was the Managing Director of H.J. Mulliner who built the body of the Continental and of course other bodies such as the Flying Spur.

1966 saw the move of Geoff Fawn from the Aero Division to Crewe as Joint Managing Director with Ray Dorey. I became good friends with Geoff and had the good fortune to take him on a tour of all the Car Division unit in the London area shortly after he arrived to take up his

position in the Car Division. Geoff came from being Director in charge of aero engine parts and there is little doubt that he had great organising skills. However, he did admit to me that he was not tuned into the car side of our business and this was not surprising since the aero engine is a Capital Goods item, whereas the car is a Consumer Durable.

Yes, even a Rolls-Royce or a Bentley is fundamentally a consumer durable.

When an aero engine is sold the Parts Department know that they are going to sell specific parts of a certain quantity over a period of ten years because the requirement to change those parts and service the engine is laid down by Federal Aviation law and is also usually in the Contract of Sale. This is obviously not so of the motor car and economic provision for the possible requirement for parts over the life of the car, which, in the case of a Rolls-Royce or Bentley can be a very long time, requires a great deal of skill and is open to failure as well. I do not need to go into that at this time as the three Motor Clubs are well organised in this respect.

Geoff had the habit of moving about the offices on occasion and looking into filing drawers. If he found files that referred to happenings 5 years old or older he would request that the old files be turned out and scrapped. This was fine in some instances but not so when it got to car records, parts drawings, and other material which was necessary to



provide service to cars still on the road. Fortunately I was able to control these instructions and this was the reason why I got the RREC to start taking these older records into storage and which are now housed at The Hunt House.

Also in 1966 the Car Division commissioned Colin McIver and Associates to investigate the way in which Rolls-Royce and Bentley cars were being retailed and come up with recommendations for improvements to increase sales. The results of this report were fully accepted and implementation meant that the Car Division would withdraw from direct marketing of its cars and parts and set up a Dealer Sales and Service network of some 56 franchised traders in the U.K. and, at arms length, the same sort of arrangements were to be negotiated in some overseas countries. The Report considered that the Car Division had been competing in the retail marketplace with its franchise holders and that implementing this plan would increase customer satisfaction, create a proper relationship with the Dealers, and increase sales.

In 1967 I was appointed General Manager, Car Service and moved to Crewe to take up this position.

Having been involved with the Car Clubs for some time it became apparent to me that, having regard to the new Dealer Network being mainly involved in current cars and the fact that employees at Rolls-Royce were getting older and reaching retirement age, the Company would soon not be able to give satisfactory service and technical advice to owners of cars built before 1939. Also, as we seemed to be experiencing a downturn in spare parts enquiries for these cars – only £10,000 worth (about \$US25,000) in 1967 – it would not be economically viable for

Rolls-Royce to remain in the pre-1939 parts business. As Rolls-Royce had never circulated Parts Catalogues for pre-1939 chassis I realised there was a problem created by the franchised dealers in 1967 having little or no knowledge about these cars. I discussed the problem with David McIntock of Appleyard-Rippon whom I knew had employees in the Parts Department with good knowledge of pre-1939 cars, and as a result we appointed Appleyard-Rippon the sole world parts retailer for Pre-1939 parts.

That the idea worked is now proven history and Jack Barclay of London now handle parts for all cars built prior to 1955. It was very interesting to see annual sales of Pre-1939 parts from Crewe in 1968 rise to the £70,000 (about \$US175,000) mark, showing that having one dedicated outlet with the right information and an enthusiastic staff for these cars could give owners a lot more satisfaction, and, more importantly, make the manufacture of these parts profitable.

In 1968 the Car Division lost Jack Scott, its Sales Director, who had to retire prematurely. As a result David Plastow, now Sir David Plastow, was appointed Sales Director. I was promoted to Service Director and we had our offices next to each other with our secretaries sharing an adjoining office. David and I always had a good relationship with the three Clubs, the R-R.E.C., the R-R.O.C., and the B.D.C., and we felt that the Company should have a closer and more professional relationship. We decided that as a start we should invite the Executives of the Clubs to a joint meeting at Conduit Street, and had Dennis Miller Williams, our well known Publicity Manager, do the leg work and set up a meeting for the 23rd January 1969. We were particularly pleased that there was a very positive response and representatives from the R-R.E.C., the B.D.C., the 20 Ghost Club, the R-R.O.C., and Tom Clarke representing the R-R.O.C. of Australia and of New Zealand all attended. My article in the Sept/Oct 2004 issue of *The Flying Lady* covers this relationship of the Company

and the Clubs.

1970 saw our American company, Rolls-Royce Motors Inc., becoming the Importer-Distributor for Aston Martin cars in the U.S.A. RRM Inc had adequate warehouse space in New Jersey and it was felt that adding the Aston Martin volume to the Rolls-Royce and Bentley volume would decrease unit cost of importation and distribution to both companies' benefit. This would have been very acceptable but it was not realised that Aston Martin Motors of Newport Pagnell did not have in depth Workshop Manuals and other service material to cover their products. In consequence the arrangement only lasted about four or five years.

Although David Plastow and I did not realise it at the time, events in the Aero Division were going to have a significant effect on both our lives in 1971. In June 1970 the Labour Party with Harold Wilson as Prime Minister were defeated in the General Election and the conservatives with Ted Heath as Prime Minister came to power. The agreed stage loan of £10M (about \$US25.0M) in October 1970 previously agreed by Wedgwood Benn as Minister of Technology for the Labour Party, to underpin the continued development of the RB2-11 engine for Lockheed was denied by Ted Heath, and Price Waterhouse were instructed to do a total review of the finances of Rolls-Royce Limited.

A rumour that Lockheed were likely to invoke Chapter 11, the equivalent of bankruptcy in Great Britain, was being circulated in the Press and the fact that carbon fibre fan blades were proving not satisfactory in the RB2-11 made for a year end full of dismal speculation.

On the brighter side 1st January 1971 saw Doctor Lewellyn Smith, the Chairman of the Car Division, appoint David Plastow Managing Director and myself Marketing Director of the Car Division. *(Part 3 of John's article will appear in 08-6.)*



A monochrome image of this photograph by Roy Tilley appeared in our 04-4. The Cat and Fiddle on the Macclesfield to Buxton road, now the A537, was a favourite refreshment stop for test drivers from Derby, and must have been well known to John Craig and his colleagues.

Repairing Veneered Dashboards by Eddie Riddle

The dashboard of my 20/25 had a crack running completely through the centre of the four small instruments. On closer inspection the crack was found to go from the glove box on the left-hand side to the cutout for the steering column. In addition to this problem the veneer was lifting in some places and missing altogether in others.

The first step was to repair the crack. Gluing would be satisfactory for the parts of the crack close to the glove box and the steering column, as there was sufficient area of wood, but useless around the area of the four small instruments. My method was as follows:

Carefully undo the bolts and nuts, which hold the instrument nacelle together. Remove the top cover complete with

reassembled.

Now for the veneer work; since there were so many pieces of veneer missing I decided to replace the veneer completely.

My method was as follows:

1. Remove all the remaining instruments, switches etc from the dashboard.
2. Remove all traces of old varnish from the dashboard using paint stripper. Don't attempt to remove the veneer without first getting rid of the old varnish. All you will get is a sticky mess. Guess how I am so sure?
3. Remove the old veneer by using a steam iron (set to cotton). Patience is needed here as it takes time to melt the old gelatine

glue, which was used originally. When things are going correctly, a putty knife or scraper will peel off the old veneer.

4. Allow the dashboard timber to dry.
5. It is vital that the surface of the dashboard is perfectly flat. I actually ran the dashboard through a thicknesser (the knives had just been sharpened) and took very fine cuts until I had the dashboard flat. In spite of the knives having just been sharpened, there were still some little marks present. Remove these marks with a cabinet-maker's scraper. Above all else don't use sandpaper. Make absolutely certain that there is none of the old glue left on the surface. This is important, as the epoxy glues to be used do not like the old gelatine glue.



Philip Eilenberg's Mark VI B372MD dashboard is at the stage mentioned in Eddie's article. Philip's photograph

glass and use the cover as a template to cut a piece of aluminium sheet (about 18swg). The piece of aluminium will now fit into the back of the dashboard. Hold the piece of aluminium securely and mark out the four holes for the instruments. (Petrol, oil, temperature, and ammeter) Cut out these four holes about 4mm larger than the marks. This will ensure that the aluminium

will be invisible when the nacelle is reassembled. Next, clean the wood at the back of the dashboard where the aluminium is to be fitted. All traces of paint and varnish must be removed. (A cabinet-maker's scraper is good for this job) Rough up the surface of the aluminium with coarse sandpaper where it is to be glued to the dashboard. It is important to ensure that the surface of the aluminium is well roughed up to give the glue a good surface to bond to.

Coat both surfaces (the aluminium and the dashboard) with glue, and clamp up until the glue cures. (See note later on glue)

The repair is extremely strong and invisible when

Veneering

The veneer I used was Italian Burr Walnut. It doesn't matter what veneer wood you use, but it is important to use 'slice cut' sequentially numbered sheets in order to get mirror matching about the centreline of the dashboard.



The instrument panel of a Silver Dawn recently sold in Europe.

Repairing Veneered Dashboards by Eddie Riddle

1. Select two sequentially numbered sheets of veneer and place their face sides (the finished surface of the dashboard) together being careful to get the match of the grain in line.
2. Clamp the sheets of veneer between two pieces of timber, leaving the edges of the veneer just proud of the timber. Using a sharp steel plane, dress the joint edges true.
3. Place the two sheets of veneer face up on a flat surface, and check that the joint is perfect. If not repeat the above step until it is correct.
4. When the joint is satisfactory, tape the joint with veneer tape. Any paper tape will do provided the glue is waterproof. Masking tape or plastic tape is useless.
5. If you find any blemishes or holes in the veneer, either tape up the hole if it is small or cut out the blemish and replace it with a matching piece of veneer. You won't see the patch if you do it correctly. Tape up the patch.
6. At this stage you probably have wrinkles in your piece of veneer. Place the taped up veneer on a soaking wet sponge or towel and leave it for an hour or so. The veneer will now be damp and pliable.
7. Clamp the damp veneer between two flat pieces of timber and leave overnight. Presto you now have a flat piece of veneer all nicely taped up. Don't worry if the veneer is still damp. It doesn't matter with the type of glue to be used.
8. Carefully attach the glove-box lid in place in the dashboard without the hinges being fitted. It is important that the lid is centralized in its opening. There is sufficient clearance between the lid and its opening to allow you to cut the veneer later when the dashboard has been glued. This will maintain the grain pattern perfectly.

Glue

The best glue for this purpose is an epoxy resin. It has a number of useful properties, which include gap-filling; easily coloured, will cure if the material to be glued is wet, and provides a stable solvent-resistant adhesive.

I used Epiglass 900 series, which is a 2-pot mix. The later version, Epiglass 9000 series, is just as suitable. Healing Industries Ltd. market Epiglass products in NZ. The local branch was most helpful with technical advice and supplying the small quantities needed. A major advantage of using this resin is that it can be mixed as a varying viscosity adhesive and as filler by altering the additives used.

Mix 2 parts of resin to 1 part of hardener by volume. Add to this about 1.5 parts of Aerosil 200. This has created a high viscosity glue with filler qualities. Now add to this mixture the necessary colouring pigments to achieve a colour match to the base colour of the veneer. I found that a very dark brown made a good match to the background and the grain of my veneer. Add these pigments in VERY SMALL amounts at a time, as they are very strong.

The manufacturers recommend an application temperature of at least 10 degrees Centigrade. You should maintain this minimum temperature until the resin has cured. The curing time is at least 16 hours. You have approximately 30 minutes at 10 degrees to mix the resin and apply it to the surfaces to be glued.

Apply the resin to both surfaces using a notched spreader (a lino cement spreader is about right). It is most important to get an even coverage on both surfaces without any dry spots. It is almost impossible to correct a dry spot once the resin has cured.

Cover the surface of the veneer with several layers of plain newsprint paper, sandwich the dashboard between two solid pieces of wood, and clamp up evenly.

Warning

Don't use printed newspaper as the inks may stain the veneer,

particularly if the veneer is still damp.

Once the assembly has cured, remove the cramps and pull away as much of the paper as possible. Much of the paper will be stuck to the veneer where the resin has penetrated through the small cracks and holes in the veneer. This is exactly what you want to happen. Now, using your cabinet-maker's scraper, which you have just sharpened, gently scrape the surface of the veneer removing the paper and getting the surface absolutely flat. You will need to keep sharpening the scraper, as the glue is hard and will take the edge off the scraper. Be patient, work slowly from one end to the other with the grain, until you are rewarded with a perfectly flat veneered dashboard with all the cracks and holes filled up with the resin. You simply won't be able to detect where the resin has filled the imperfections, it will look just like grain marks.

Warning

What ever else you do, DO NOT be tempted to use sandpaper to get a good surface. All you will do is to place minute scratches on the surface of the veneer, which you won't be able to see at this stage. You most certainly will see them once you start to apply lacquer to the surface and they are almost impossible to remove.

Carefully remove the excess veneer from around the edges of the dashboard. Leave about 4mm proud of the finished size. Trim out the holes for the instruments and switches etc leaving the same 4mm excess. Carefully cut around the glove box lid. I found a cheap surgical scalpel ideal for these tasks.

Finish the edges of the dashboard using a router and a suitable cutter. My dashboard was made originally using a standard 'Roman Ogee' cutter. Repeat the process using a smaller Ogee cutter for the instruments and switch holes. The cutters need to have ball bearing followers attached to them (they come complete with the necessary bearings if you ask nicely).

You should now have an immaculate dashboard ready to be finished with lacquer or what ever.

My dashboard was coated with a mixture of shellac and methylated spirits. You can easily mix this yourself or approach a good French polisher.

To apply the shellac I use the following method:

Take a piece of cotton interlock material (an old singlet is ideal) and fold it in half so that you end up with a square of about 150mm. Take a piece of cotton wool about 50mm square and place it in the middle of the cotton material. Now pour some shellac mixture onto the cotton wool. Fold the cotton material around the cotton wool so as to form a padded ball. The harder you squeeze the ball the more shellac will flow out. If you keep the ball in a small screw top jar it will remain soft and pliable for weeks. As the shellac builds up on the veneer it becomes sticky and hard to move, Just add a drop or two of linseed oil to the rubbing surface.

The edges of the instrument and switch holes on my dashboard were finished flat black. I applied this carefully with a small brush, AFTER I had applied at least the first coat of shellac. Continue using the shellac mixture, working in small circles filling up the grain of the veneer. You can't rush this part of the job; you need to allow the shellac to harden between coats. The time will become longer between coats as the grain is filled up.

A problem arose with the clear lacquer and the shellac surface. This latest version of the lacquer will not adhere to shellac. The solution is to spray a coat of 'Ameron' 700 sealer. This is a two-pot mixture and must be sprayed on. It goes on looking like a thick milky coating but it dries absolutely clear. A light sanding is all that is necessary before the final coats of 'Standox' Express clear lacquer. Another advantage of this sealer is that it is an excellent filler once it has dried overnight. I used ordinary automotive cutting paste to cut the surface of the dashboard.

Our Web Site is www.nzrrbc.co.nz

Tell your friends about it.

The Six-Pot Group's Get-Together 26 July by Ed Pollard

Given the intensity of the storm passing through the country at the time, a surprising number of this informal Group's adherents met at Dr Bob Barbour's research laboratory in the Unitec complex in Mt Albert. Apart from our hosts, Wraith owners Bob and Linda Barbour (WLB9), the following attended: George Urquhart (GSY12), Richard and Lois Hadfield (GSR65), Kit Maxwell (B146KM), Peter Le Gros (S1), Berwick Taylor (Bentley B165MX and B307MB), Richard Green (GOS5), Glynn Williams (B29NY), Philip Eilenberg (B372MD), Ted Worthington (B4L9EK), Max Morris (B107ZX & GRW32) and Ed Pollard (GNS30).

The laboratory was set up with a number of computer systems equipped with Bob's custom-designed software to simulate driving conditions in a range of cars over different race tracks or roads. The operator interfaces with the computer via a steering wheel and gear change "paddles" while there are conventional clutch, brake and accelerator pedals on the floor. The software allows the cars to be tuned and adjusted to give the best handling conditions for a particular road. The program



Bob Barbour helping Lois Hadfield to get the feel of the simulator. Philip Eilenberg's photographs on this page

is designed to allow students to experience some of the more extreme driving conditions that may eventually be encountered in real life whilst in the safe environment provided by this simulator. Those who tried the equipment after the "formal" part of the meeting were enthusiastic.

Bob had on display the cylinder block, a set of replacement pistons and one old one for comparison, the inlet manifold and the cylinder head from WLB9 – a four-light Park Ward-bodied 1939 Wraith.



The "before and after" photographs of Philip Eilenberg's B372MD steering wheel boss

The two main points for discussion were:

- An area of corrosion penetration from the water jacket through the cylinder wall of the front cylinder, found when the bores were being cleaned up to accept the new +045" over-size pistons. (Pistons supplied from the Australian company JP). Suggested "fix" was to bore the cylinder for a thin-wall sleeve, clean up the sleeve and machine the piston to suit. The cylinder walls in this engine continue below the lower face of the cylinder block and into the crankcase as rather slender, unsupported pipes so there is not much room for error in boring the cylinder to accept a sleeve.
- There was corrosion damage to one of the small water connection flanges to the "hot spot" heating jacket around the centre section of the aluminum alloy inlet manifold. Members thought that a replacement for the corroded flange and pipe stub could be fabricated in suitable alloy and welded to the water

jacket. An alternative suggestion was that, given the more volatile nature of modern petrol, it may be practical to try sealing off the water connection and effectively do away with the "hot spot" which had its origin in the days when petrol did not evaporate so readily.

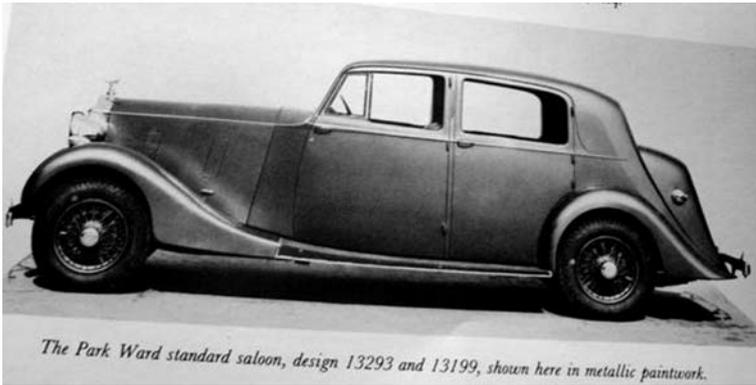
After the meeting had made an initial examination of these engine components, Bob told something of the known history of WLB9. It was delivered in 1939 but was in South Africa from 1964 to about 1988 in the ownership of a radiologist and then arrived in NZ. In this country it remained with one family until purchased as a non-runner by Bob and Linda in 2003. The car came with a factory-issued "Continental touring kit" which is a box of spares judged by the Company, before the War, to be handy when away from UK service agents.

Philip Eilenberg showed the refurbished hand control boss which normally resides in the centre of the steering wheel of his Mark VI Bentley. This had been reworked by a specialist company in the USA. The lettering set in the boss had been beautifully re-engraved, the boss repainted in a nice glossy black and the lettering finished with a sharply-defined and very white pigment – all set off with a newly-chromed horn button.

In the course of a side discussion on the relative power outputs of some of the 20/25 cars owned within this Group, it was thought that an interesting event could be had based on taking some dynamometer readings from these cars. Let us see what those 600 x 19 rear tyres really have to deal with!

The meeting ended with George Urquhart thanking our hosts on behalf of the Group.

More Photographs from the Six-Pot Group's Get-Together 26 July



Bob Barbour's WLB9 has this body style

Left to Right: Richard Hadfield, Glynn Williams, Peter Le Gros, Ted Worthington. George Urquhart's photographs on this page



The Life and Times of a Rolls-Royce Chauffeur by Roy Tilley



I recently received an email from one John Wallace, asking if I could identify the model of Rolls-Royce shown in an attached photograph (photo 1, above), as his father had been a chauffeur and used to drive it in London in the 1960s.



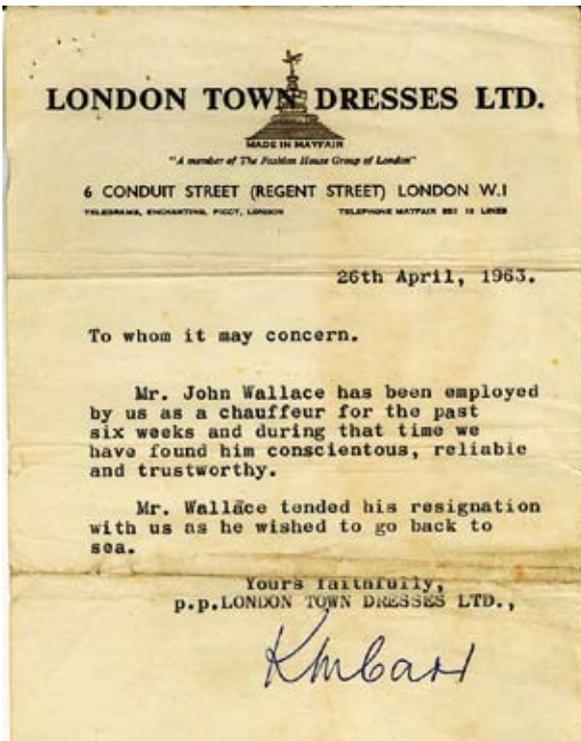
It was a 1951 Silver Wraith with a Park-Ward body later identified by André Blaize from its registration number, as WME37. Having known London in the 1960s very well, I was able to identify the Liberty's shop name and its address as being in Regent Street. Liberty's was, and still is, a very up-market luxury goods store, notable amongst other things, for its clock, which portrayed St George chasing and slaying the dragon, the thrusts of his lance coinciding with the chimes of the clock. And incidentally, from the total lack of traffic the photo must have been taken early on a Sunday morning. I believe it's changed a bit since then.

I sent this information back to John with the usual request for anything else in his family archives that would be of interest, and he responded with a photo (photo 2 left) of his parents with a 1947 Bentley Mk 6, again identified from its registration number, this time by Tom Clarke, as B180AK. This was taken outside their home in Dulwich.

John then gave me the following information which I found most entertaining. His father, Ted, was employed by a Jewish gentleman named Cash who owned a company called London Town Dresses Ltd, of 6 Conduit Street, just off Regent Street, and where the photo was taken. Remember that nos. 14 and 15 Conduit Street were the London offices and showrooms of Rolls-Royce Ltd.

Mr Cash originally owned the Bentley and employed Ted Wallace as his chauffeur. John says his parents treated it as their own as they both loved cars. At that time, John was, of course, too young to drive it.

Mr Cash then bought the Silver Wraith and Ted stayed on, in his employ for a total of 17 years. He was awarded his RR badge, no. 2732, which John still has, (photos



3 & 4 above right). Rolls-Royce gave these cap badges to chauffeurs who had completed 10 years of service with their employers and had operated and maintained their car to the satisfaction of an independent RR inspector.

John says that his father "...loved that Rolls to bits. I would help him clean it at the weekends and have a little drive."

When Ted passed away, John says Mr Cash "...came to his funeral and asked if I could give him a call when I was feeling well enough. When I made that phone call he asked me if I would like my father's job, and that he would pay me the same money, to help my mother out as well. Now that's a gentleman."

"Having driven the car at weekends helped me out when I took the job on, but I only lasted for six weeks as being a young 22-year-old, I could not take orders from Mrs Cash who spoke to me like I was a pig, so one day while driving down Baker Street, she shouted at me so I pulled over, got out and told her to drive herself home." All she said was 'Oh, No.'

"When I told Mr Cash what I had done, he laughed and said 'Your Dad would never have done that. I will talk to her and you give it another go.' But no, I was too young and too stubborn." Nevertheless, John still got a reference when he left. (photo 5



above left.)

John adds that when he started work, he had trained as a blacksmith, and made a wrought iron canopy for his father's boss. It was still over the door at no. 6 Conduit Street when he visited a few years ago. (photo 6 above right)

And what of the history of the cars?

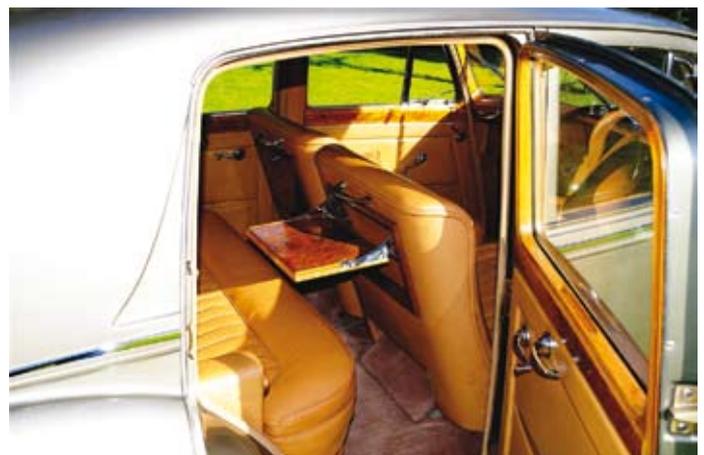
The Bentley Mk 6, B180AK HXV9, was delivered new to W J Darby of Lewis Berger & Sons Ltd., (paints). It was last known in the UK in 1959.

The Rolls-Royce Silver Wraith, WME 37 156PMX, was first owned by Henry Lowe (Lifts) Ltd. with the registration LXJ1. It was owned in 1990 by one Adams, and is currently owned by T G & T Wright of Downham Market, Norfolk, UK.

We Welcome the Following New Member

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E-mail b.dyer@xtra.co.nz
1988 Bentley Turbo R

(Right) This low-mileage Silver Dawn was recently sold by Bonhams.



Crime Wave Hits Auckland

Anarchy on Motorways

Noted Chartered Accountant Charged in Court

This gem by Marsden Robinson appeared some years ago in our magazine. Thanks are due to Marsden for his permission to publish it again, and to Philip Eilenberg, who facilitated the approval.

This story begins back in 1980, when I bought a 1958 Rolls-Royce Silver Cloud, the last of the traditional cars built as a chassis, with a separate coach-built body. The car is gigantic, nearly 17 feet long, and two tons in weight.

The lines of the body are truly elegant (if you like that sort of thing). But there was a flaw - the receptacles for the number-plates were designed for the large British variety, and the New Zealand version didn't fit properly - they were too short, and too high; they just didn't look right.

Could I fit English plates? I did some research. The Traffic Regulations Act 1976 laid out the specifications applicable at that time for number-plates: a black background with raised silver letters. So far so good. However, another Statute, the Transport Act 1962, made it an offence not to fit the actual number-plates supplied and issued by the Government. After a few minutes' reflection, I concluded that Parliament meant this law to apply to ordinary citizens in their Fords, and had intended to exempt Chartered Accountants in Rolls-Royces, neglecting to do so only through an oversight; magnanimously, I was prepared to overlook the omission.

I wrote to a specialist firm in England and ordered a pair of number-plates, with raised silver letters on a black background, and the New Zealand registration GJ4846.

They fitted perfectly and looked superb; like the car, slightly larger than life, and rather dated.

A few weeks later, on the Southern Motorway, a Traffic Officer signalled me to stop. We got out of our respective cars, and met at the rear of the Rolls. He was, I noticed, the regulation Traffic Officer as issued by the Government Stores Board - shortish, weedy, with a weedy moustache to match, and a voice pitched in

such a high register that I wondered if he was, in all respects, fully equipped. His name, I learned from a badge he was wearing, was Officer U..... His opening remark gave instant proof of his towering intellect:

"You haven't got a rear number-plate on this car, Sir."

I gently drew to his attention the fact that we were standing two feet in front of the largest number-plate in the whole of New Zealand.

"That is not the official issued number-plate, Sir, therefore it is not a number-plate at all."

I had been expecting some sort of confrontation along these lines, and accordingly carried in the car a copy of the Traffic Regulations Act, which I now produced. I read out to him the section which sets out the specifications for number-plates. This took the wind right out of his sails. The training given to Traffic Officers does not cover motorists who produce copies of Acts of Parliament on the side of the road, much less those who are devious enough to attempt to prove a point by deliberately quoting from the wrong Act. His reaction was precisely according to the lessons so carefully learned from his Instructors:

"I'd better inspect your Warrant of Fitness and Registration Sticker."

"Be my guest," I said suavely, with confidence borne of the knowledge that both were in order. I waited. He returned from the front of the car, white to the roots of his hair.

"You've got another of those plates on the front!" He spluttered, as if unable to find words adequate to express this doubling of the enormity of the outrage.

I replied, carefully choosing words of one syllable, delivered slowly, and with precise articulation, as one would in

explaining a complex matter to a mentally-retarded child of four:

"Yes, - you - see - I - want - them - to - match."

On reflection, possibly this reply, and the manner of its delivery, were a little tactless.

"I order you to take those number-plates off this car."

"I don't see why I should; they comply precisely with the Traffic Regulations Act."

"Well, I've told you take them off, what are you going to do about it?"

Once again, my innate sense of diplomacy seemed to desert me:

"You're going to have to wait and see aren't you?"

He was obviously unsure of his ground, so with a final assurance that he would be watching out for me, he got into his car and drove off.

A couple of months later, on the motorway, I noticed a display of flashing lights behind me, and pulled over to the side of the road, to be greeted once again by my friend, Officer U..... He came straight to the point:

"I told you to take those number-plates off that car," he said.

"And I told you that they comply



Where the cars have an overseas heritage the original number enhances their appearance, as exemplified here by Ray Drury's 3½-litre Bentley B24AH. John King's photograph.

Crime Wave Hits Auckland (Cont from page 18)

with the Traffic Regulations Act, and I'm going to keep them."

Obviously, in the meantime, he hadn't done any homework, as he was no more sure of his ground than on our first meeting. As he couldn't think of anything further to say, and it was obvious that I wasn't going to be intimidated merely by his somewhat insipid presence, he gathered together as much dignity as he was able to muster, and left the scene.

There are few things in life more satisfying than being widely-known. To be greeted by name by the Maitre D' in a Restaurant, or the Receptionist to a major company, confers a warm inner glow. However, there are exceptions . . .

A few weeks later I was driving over the Newmarket Viaduct, when there was again a colourful display of red and blue lights behind me, and the voice of a Traffic Officer, whom I had never previously had the pleasure of meeting, floated out, for all to hear, over his public address loudspeaker.

"Pull over please, Mr Robinson."

I guessed that the fact that an unknown Traffic Officer recognised my car, and knew my name, was unlikely to be good news, and in reaching this conclusion I was not mistaken, for, while walking back to meet me, he withdrew from his pocket his book of tickets, and a pen, and began writing. There was no scintillating roadside repartee, no delving into obscure Statutes, in fact no discussion at all. I was issued with two Offence Notices. One was for '*Displaying False Number-plates Intended To Deceive*' and the second was for '*Failing To Display The Officially-issued Number-plates.*'

Clearly, in the meantime, Officer U....., recognising that I constituted a menace to society and a hazard to all users of the highways and byways, had researched the Transport Act, and alerted every single Traffic Officer in the Auckland City area, supplying full details of the miscreant, and a description of the vehicle, and warned them to be on the lookout for me.

The matter eventually went to Court, where the Bench dismissed the '*False, Intended to Deceive*' charge, and having considered the second offence, and come to the conclusion that a public example should be made of such a dangerous criminal, levied a fine of \$5.

I paid up, without demur, because I had other plans. Number-plates are issued in alphabetical order and at that time the plates appearing were in the MA series. It had struck me that it might be amusing to have the car registered as MI5. I telephoned a very helpful lady in Motor Registration who readily agreed to reserve MI5 for me. Not long after I received a call from the Post Office to tell me that my new plates had arrived, and I went in, paid \$2.40, and took them home.

The old problem remained – they were too short, and too high. In addition, having only three letters in the middle of a space designed for six, there was a long blank area at either end. I took them into my workshop, put them in the vise, picked up a hacksaw, and reduced both length and height, to an almost square plate. With an additional black background the size of the old English plates, and a couple of enamel Union Jacks to fill in the vacant spaces, they looked quite smart. I bolted them onto the car.

One morning I returned to the car which I had parked while visiting the Post Office. There was a Traffic Officer – a stranger – standing alongside it. He said:

"You've cut down the size of those number-plates."

Chartered Accountants are incapable of telling lies, when confronted with incontrovertible evidence:

"Yes."

"You *can't* do that."

Clearly the thorough training given to Traffic Officers does not include English grammar. The subtle difference in meaning between 'can' and 'may' obviously eluded the man. He had revealed a chink in his armour, and the opportunity was too good to miss:

"Yes I *can*. It's easy. I just put them in the vise, take a hacksaw, move it carefully back and forwards, and in no time at all I've cut them down."

"But that's disfiguring Government property."



Martin Vincent's photograph of his R-Type Bentley B522TN

"They're not Government property. They're my property. I paid for them. They cost me \$2.40."

He fell back on that other line of attack which is always available to Traffic Officers:

"I'd better see your Driver's Licence."

Now, this was in the days when licences were a small hard-cover booklet. The law says that drivers must carry them at all times, which a law-abiding citizen like myself is always careful to do. Unfortunately, it was a little too wide and high to fit neatly into a compartment in my wallet. With a large pair of scissors, I had reduced its dimensions. I took it out, and handed it to the Traffic Officer. He glanced at it, and his voice ascended to a top C sharp that Kiri Te Kanawa would have envied.

"My God," he screamed. "You've cut this down too! You *can't* do that."

"Yes I *can*. All I have to do is take a large pair of scissors....."

But he wasn't interested in explanations. He assured me that he would go straight back to Headquarters, and consult the Transport Act, and his Superior Officers, and that the appropriate Offence Notices would be issued. I gained the impression that, to complete all necessary preparations, it was his intention to have the gallows erected, the noose tied, and the trap well greased, so that I would be dealt with promptly and efficiently.

I thanked him politely for the kindly interest which he was taking in my affairs, and said that I would await the outcome of his researches with interest. I even gave him my office telephone number so that he could convey the news to me more quickly.

That was fifteen years ago, and I have heard nothing since. Traffic Officers pass MI5 without so much as batting an eyelid. I wonder if they have decided that it isn't worth devoting the entire resources of the Traffic Department to the pursuit of the notorious criminal Robinson, when all the Courts are going to do is fine him \$5.



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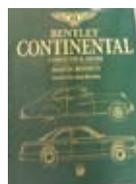
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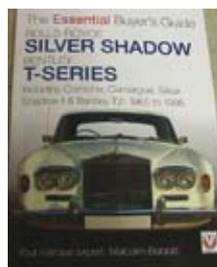


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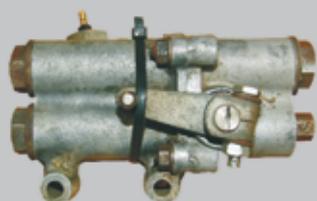
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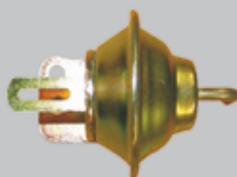
*Mark VI Bentley & Shadow II
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For Sale: 25/30 Rippon-bodied Limousine with division and twin sun roofs GWN55. Unused for 10 years but has been on blocks in dry storage. Owned by current owner for 30+ years. Excellent overall condition. Full set of tools under front seats. Car can be seen in Putaruru. For more photos and other information, contact Roy Tilley, 04.566.0850, email rmt@xtra.co.nz



FOR SALE: 1996 Bentley Continental R, Travelled only 33,000 kilometres. White on white with burgundy piping. This car is as new, being fully imported from Japan with full service history. One of only seven in NZ, these limited production coupés (which can no longer be imported) will prove to be an excellent investment. Approx. retail \$185,000; will sell below landed cost to best offer. Must sell. Phone Mel on 0274466333 or weekend 06-3450009





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