

the Royal Oak Inn near Victoria. This was the first meeting that Vera and I had with members of the Club.

1978 saw me on the Rolls-Royce Motors stand at the Hong Kong Industrial Exhibition, where our importer/dealer was exhibiting a Silver Wraith II, and meeting with H.R.H. the Duke of Kent again, about which he was kind enough to make a suitable comment. The Peninsula Hotel had their fleet of Silver Shadow cars on display in front of the Hotel for me to inspect and I noted that each car had run up about 80,000 miles in the two years they had been in use. The replacement new fleet of 9 Silver Shadow II cars was expected in February 1980. All this mileage had been done in Hong Kong – not a very large area for 8 cars to cover this distance.

It was also the year in which I decided to take a look at both Taiwan and South Korea as possible new markets for our cars.

With no Embassy or other official representation in Taiwan, I found it necessary to use an unofficial organisation known as the Anglo-Taiwan Trade Committee to introduce me to possible companies that might be interested in the Rolls-Royce car. I visited some half dozen companies and one that was strangely concerned mainly with Apple computers and wanted to get into the automobile retail business made me make a second trip to Taipei although it was not until a few years later that I was able to see the fruits of this visit. It is of interest that the Pacific Markets require a right hand drive car.

My visit to Seoul in South Korea was made easier by our having a British Embassy which I visited and found that importing a Rolls-Royce car into South Korea at that time was virtually banned. However, I did meet with the executives of Hyundai and also Daewoo and created a contact for future use. Both these companies are today well known in the automobile industry.

At the end of the year Canadian Pacific Air asked if I would participate in some publicity photographs due to my very high flight mileage with them (there were no air mile points or anything like that in those days) and we agreed and were able to use some of the shots ourselves.

Following the Exhibition in Kuala Lumpur in 1976 our dealer had been successful in obtaining an order for 7 Silver Shadows from the Sarawak Government for the use of the seven ruling Sultans and these were handed over at a simple ceremony in the Secretariat in Petra Jaya, Sarawak. Six of the cars bear the crests and royal titles of the State sultans, and the seventh carries the plaque and formal title of the King of Malaysia. Every five years one of the seven Sultans is elected as King, and he and others become heirs to the throne in order of seniority. During my visits to Malaysia I was invariably invited to have audience with one of these Sultans in his palace. This consisted of an afternoon

silver tea served with cucumber sandwiches handed around on silver trays by white gloved servants followed by an inspection of the car and general discussion. I met about four of the seven sultans during my visits.

About this time I received a strange letter from a development company in Taiwan calling itself "ROLLS-ROYCE WORLD" and offering us the ground floor showrooms in a new building they proposed constructing in the heart of Taipei which would be called THE ROLLS-ROYCE WORLD and would have a 10 metre high model of the Spirit of Ecstasy in the forecourt. As this was obviously a case of Trade Mark infringement I made a point of meeting with the Company on my next visit to Taipei. They thought they were doing Rolls-Royce Motors a favour by their actions and fortunately I was able to explain the situation and they withdrew their ideas without my needing to go to court. A court case in Taipei would have been very expensive and drawn out in time.

In January 1980 I flew to Hong Kong to take part in the official handover of the 9 Silver Shadow II cars in special Brewster Green to the Peninsula Hotel group. The Hon. Horace Kadoorie took delivery of the sets of keys which had been housed on a specially veneered panel at Crewe as this was the most expensive single order that Rolls-Royce Motors had ever received. For the record the Peninsula Hotel took delivery of 7 Silver Shadows in 1971, a replacement of 8 Silver Shadows in 1976 and which with this latest acquisition they had had 24 cars to date.

Towards the end of 1980 I participated in the European launching of the Silver spirit and Bentley Mulsanne and drove one of the 9 cars down to the South of France for the use of the Press and TV reporters in a similar scenario to that which had been so successful with the Corniche.

I commenced to have discussions with our Australian dealers and they were all very keen to do a similar programme in Sydney as had been done with the Silver Shadow II. A date of 25 February 1981 was agreed and once more I enlisted the help of Reg Abiss.

The four Silver Spirit cars duly arrive in Sydney and the Press and TV were invited. The response this time was overwhelming and we were kept very busy with interviews and questions.

In Sydney I was asked to appear on a lunch time TV show, the Mike Walsh Show, somewhat similar to the Johnny Carson show at that time with a very good following. I had to drive the Sydney dealer's demonstration Silver Spirit onto the set, get out of the car and shake hands with Mike Walsh, whom I had never met, then enter into a discussion with Mike and answer or parry all his questions in front of a studio audience. Anyway the show was a success and we got a tremendous amount of free publicity, so much so that a TV station

in Melbourne called on the Melbourne dealer to participate in a similar show.

In Melbourne we lined up a number of cars along with the Silver Spirit at the Sandown Park race course and allowed the Press and TV to drive them on the circuit there – with our fingers crossed for fear the cars might be damaged.

In Perth we were asked to appear on the Stephanie Quinlan Show, which is somewhat similar to the Oprah Winfrey Show in North America, so the launching of the Silver Spirit was little short of spectacular.

As a director of Rolls-Royce Motors Inc. of New Jersey I had the great pleasure of taking my wife, Vera, with me to the Los Angeles introduction of the Silver Spirit where Sydney Sheldon had agreed to let the Company use his home in Beverly Hills for a reception and display centre for the Silver Spirit. We met a number of celebrities including Jacklyn Smith of "Charlie's Angels" fame at that time.

In September I attended the Citizens' Court in Vancouver and became a Canadian citizen and almost immediately flew off to Tokyo to participate in the Silver Spirit introduction there. Cornes & Co had decided to take over the large ball room at the New Otari Hotel and display the cars there.

With all the flying I was doing I suppose one is likely to run into "incidents" but I had hoped that they would be merely inconveniences such as lost or delayed luggage. However I was flying from Montreal to La Guardia in January 1982 and the weather was cold and there was a lot of snow, as usual, at Darval Airport. However, we took off expecting an uneventful trip. I noticed it was still white on the ground as we approached New York and commenced the landing. We touched down very smoothly but the runway was a sheet of ice and the plane skidded off the end of the runway and just stopped before going into the water. We stuck there for half an hour while emergency vehicles assembled around us with a view to towing the aircraft back to the airport. However, one emergency official in a car came flying down the runway to control the situation, I suppose, and did not realise how icy the surface was. He narrowly missed one of the landing gear wheels and did a complete spin and very narrowly missed going into the water. We got back to the terminal about an hour later and La Guardia was closed down to air traffic until the runway could be declared safe.

1984 proved to be an interesting year. I had arranged for our Silver Ghost AX 201 to be shipped out to Australia primarily for display at the Melbourne Auto Show in February. There was much concern about shipping it this long distance as can be imagined. Although the car was to be insured for £10,000,000 it was realised that the car was irreplaceable no matter how much money was involved. Still the

Press publicity generated in Australia even before the car arrived in Melbourne was enormous.

I arrived in Melbourne during the early part of February and was immediately advised by Michael Eyres, the Managing Director of our dealership, that he had obtained an advance copy of the Motor Show brochure which showed that a company that he had never before heard of, Phantom Motors, had taken a small booth on the upper floor and was purporting to show a saloon car which looked almost identical to a Rolls-Royce 20/25 James Young Sports Saloon. The specification stated it was built on a 4.3 litre Holden truck chassis and would be custom built to high standards. The radiator shell was virtually identical to a Rolls-Royce and the traditional name plate had the word "Phantom" at the top and "Motors" at the bottom with a "P" and an "M" intertwined in a manner similar to our "RR". Coupled with the large P100 type head lamps and a strange mascot on the radiator it did have a great similarity to our 1930 motor cars. Obviously I had to take immediate action as this was the most blatant case of Trade Mark infringement I had ever seen and I did not want this product on show at the Motor Show where our Silver Ghost was going to be the star attraction.

I met with our Trade Mark Attorney in Melbourne. He was able to take out an injunction to prevent the car being shown, which was supported by the organisers of the Motor Show of course. Somehow we managed to get a court hearing in Sydney immediately and my long years of service with R-R made my testimony acceptable to the Judge, who ordered the car to be destroyed, all references to it to be destroyed and removed, and imposed a fine on Phantom Motors which I had reduced to \$AUS1 providing all the other directions were strictly implemented. I did not want Rolls-Royce Motors to be publicised as the "Mighty Goliath" bankrupting a small company, which would not have been good publicity at all.

Before the Show I drove AX 201 to take part in an R-R.O.C. of Australia meeting near Melbourne and later drove it to Government House to meet the Governor General and his wife and take them for a drive around the grounds of the house.

The Auto Show was from 29 February to 11 March, and we had decided that AX 201 should be driven in the Moomba Annual Festival Parade through Melbourne on 12 March. It was a hot day and I had to look the part so wore a driving coat and a deerstalker type hat. Although AX 201 ran fairly hot for the day I was boiling by the end of the Parade!

The other three importers/dealers each had the car for about a week before it was shipped back to England, and many Silver Ghost owners/members of the R-R.O.C. of Australia in Sydney, Brisbane, Adelaide and Perth were called into service to drive and help look after AX 201 on its travels.

On 20 July British Columbia Region members will recall that we had the pleasure of entertaining Stanley Sedgwick and his wife, Con, to a luncheon at the Marine Drive Golf Club to celebrate Stanley's 70th birthday. Hugh Young made a speech and proposed the toast of "Happy Birthday Stan."

In 1985 I had yet a further Trade Mark infringement to handle in Singapore and our company lawyer Lewis Gaze flew out from Crewe to meet with me to deal with it. It seemed as if the increased activity by my office in the Pacific was bringing to light these infringements about which we might never have heard.

In June 1985 I attended British Consulate meeting in Vancouver to discuss our part in the forthcoming Expo 86 exhibition and I agreed to bring out the Centenary Silver Wraith, and also the Silver Ghost AX 201. We also agreed to participate in the British Exhibit.

A visit to Tokyo in October to do a Bentley introduction was very successful as at that time Bentley was virtually unknown in Japan.

In 1986 I had the opportunity of test driving the Bentley Turbo R at the Oulton Park Racing Circuit near Crewe and which was particularly exhilarating. I note that in the October 2006 issue of *Automobile* the 1986 model of the Bentley Turbo R is considered to be a "Collectable Classic."

Expo 86 opened in May and I had the privilege of meeting both HR.H. Prince Charles and Princess Diana when they visited the British Exhibit. Later in July Vera and I were introduced to Prime Minister Margaret Thatcher and her husband Dennis at the Show and later we were able to talk informally with them at the Queen Elizabeth Theatre.

The Centenary Silver Wraith was part of the British Exhibit and we put AX 201 our Silver Ghost in the enclosed case outside the Exhibition Hall on 19 August where it remained until 30 August when we changed it for a Silver Spirit. It was at the end of September that the B.C. Region mounted a cavalcade of cars led by AX 201 into the Expo grounds. All told Rolls-Royce was well represented at Expo 86 especially as there were four Concord aircraft on the Vancouver Airport tarmac on one occasion.

1987 saw me combine business with pleasure by taking my wife, Vera, with me on a trip to meet our dealers in Auckland, Wellington and Brisbane. From Brisbane we flew via Alice Springs and Ayers Rock to see the Perth Dealer and watch the third and fourth race of the Americas Cup which was sailed off Fremantle. We then called on our dealers in Adelaide, Melbourne and Sydney before flying home.

In August I was pleased to be present at the delivery ceremony of 9 Silver Spirit cars to The Peninsula Hotel in Hong Kong. This was a lavish affair as it celebrated the fact that this made 40 Rolls-Royce cars that had been delivered to the hotel since 1971 - a fantastic total.

I had made arrangements to ship AX 201 our Silver Ghost to Tokyo to participate in the Tokyo Motor Show and provide further publicity for Cornes & Co. It was in October that I drove the car in the streets of Tokyo with Press, Motoring Correspondents and TV crews either in AX 201 or travelling alongside or in front in a Silver Spirit or a Silver Spur. We got a lot of TV coverage and later we put the car on show in a special showroom just off the Ginza in downtown Tokyo. The British Ambassador came for a drive with me despite it being somewhat cold prior to putting the car on the Rolls-Royce stand at the Tokyo Motor Show.

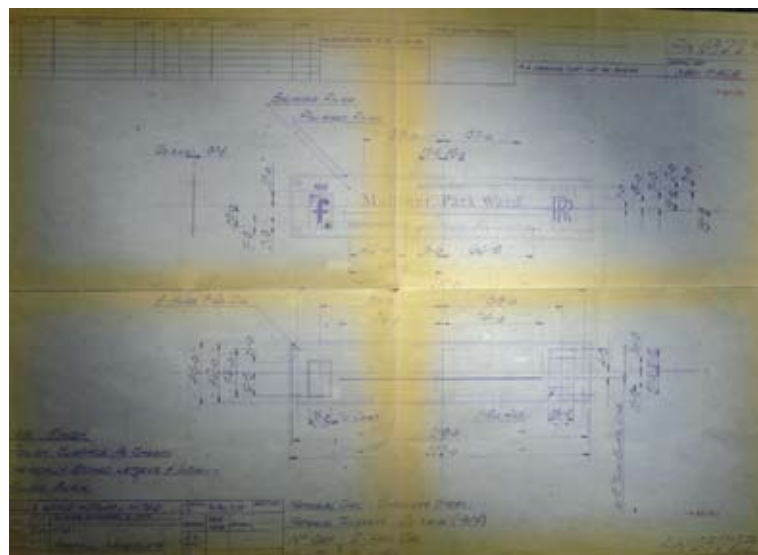
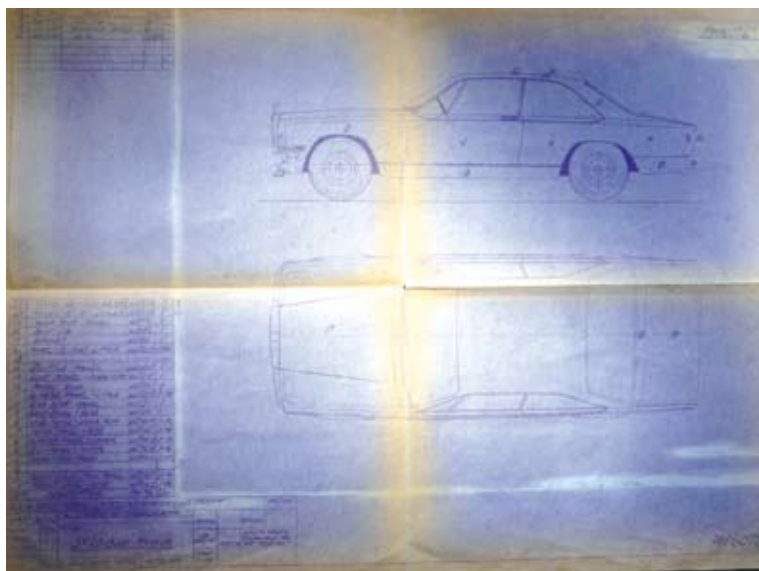
Year 1988 soon came and I was particularly pleased that the Japanese dealer, Cornes & Co., was able to complete the building of their new Rolls-Royce and Bentley Showroom in the heart of Tokyo such that I could see it before I retired in June. The new showroom was spectacular by any standards and confirmed the confidence they had in the future of our market in Japan.

A review of the work of the Vancouver Office since it started in 1976 revealed solid improvement in all the markets and the opening of the Taiwan market where the dealer had opened a showroom dedicated to Rolls-Royce. A foundation for the future in the South Korean market had also been started even although no dealer had been appointed nor new car supplied due to the political situation at the time.

At the end of June I retired from Rolls-Royce Motors, just forty seven and a half years from the time I started at the Derby works as an apprentice.

I can say that I enjoyed every minute of my working life with Rolls-Royce Motors and I met and made some wonderful friends all around the world.

John H. Craig - 4th September, 2006.



In 1973 Glynn Williams was living in London, and a flatmate worked for H.J. Mulliner. At that time Mulliners and Rolls-Royce were strenuously denying that Pininfarina had contributed to the design of the new Carmague mentioned in John Craig's article. "Yes they did" said the flatmate and brought along blueprints to prove it. So much for security, and these blueprints are reprinted with Glynn's permission but not the Company's.

Driven to Distraction, a Blog contributed by our member Martin Purdy

Driven to distraction by daft emission statistics...

Which car is better for the environment: a Daihatsu Sirion or a Rolls Royce Silver Shadow? The answer will turn your average Greenie purple with rage, but it's actually the Shadow. By way of a disclaimer, I own one of each, a nippy little 2008 Sirion 1.3 that does about 48 miles to the gallon in old money on a good day, and a 1969 Shadow that does, well, rather less. (It isn't good form to discuss such things.)

Let's look at some figures for emissions first, and leave aside the contentious question of whether CO₂ emissions actually matter or whether they're just another tax rort.

In the UK, if you buy the smaller 1.0 version of the Sirion, the low CO₂ emissions (118g per km) mean that you benefit from a rebate on your road fund licence, which will cost you only £35 a year. To put that in perspective, even the 1.3 litre Daihatsu Copen, which can hardly be considered a gas guzzler, will set you back £120 a year, and the Terios £170 a year, according to a November 2008 advert in Glasgow's Sunday Post. Meanwhile, the European Union is trying to reduce emissions by new cars to an average of 130g / km by 2015, and hopes to bring this down to 95g / km by 2020. The Honda Jazz has an emission rating of 125g / km, and our little Sirion 1.3 spews 137g / km, which puts these two models just either side of the hoped-for average a little over six years from now.

Now let's look at some bigger vehicles.

The Jaguar XF TDV6 reportedly puffs out 199g of CO₂ per km, and the hybrid Lexus GS450h 185g / km. The Rolls, being an older vehicle made in an age when such things weren't considered – and are doubtless not officially disclosed, just like its power rating – probably comes in at about 350g / km, if a quick web search is anything to go by.

And so to the point: because these emission ratings are quoted on a per-kilometre basis, comparisons between vehicles put the idea in our minds that we're comparing apples with apples, which is to say that the emissions produced by each vehicle will stay in proportion. But nothing could be further from the truth. These figures are *relative to distance travelled* – they are not absolutes. If each car drives only one kilometre, or even 100,000 kilometres, then the emission ratings for each remain meaningful *as long as they are all driven the same distance*, which of course will not happen in the real world.

Let's look at some maths:

Our little Sirion, being a daily runner, will probably do 10,000 km a year (and that's probably low in terms of national averages), so in a year it will have pumped out 10,000 x 137 = 1.37 million g of CO₂. Our Rolls, conversely, would be lucky to do 1,600 km, so its annual emissions work out (approximately, as above) at 1,600 x 350 = 560,000 g, or less than half of the annual output of the Sirion.

The Sirion, meanwhile, has used 125 gallons of petrol (sorry about the Imperial units; confused readers may use calculators or the Internet) to do its 10,000 km, assuming it is driven under test conditions at all times, compared to about 67 gallons for the shorter distance travelled by the Rolls.

Yet, as we have seen, the Sirion is considered a "green" car and the Rolls a terrible destroyer of ecosystems. The Sirion benefits from cheaper road tax in the UK than new cars of a size comparable to the Rolls (older cars, thankfully, still benefit from an exemption), and there is talk of giving other concessions to the smaller cars – rebates on congestion charges, for instance.

Any policy based on per-kilometre emission figures only (or fuel consumption, for that matter) is very badly flawed because it does not take actual usage into account, and unnecessarily punishes owners of larger vehicles of relatively recent manufacture, particularly those used as "second" or "hobby" cars that by definition will not be driven very great distances.

The conclusion is clear: buy a Rolls, because the cost of fuel and difficulty finding somewhere to park will curb your enthusiasm for driving long distances in supreme comfort - or buy a super-efficient small car, drive yourself to distraction and emit a lot more carbon dioxide in the process.

Masking "Everflex" Roof Material, by Eddie Riddle

As part of the restoration of my 20/25 it was necessary to fit the 'Everflex' roof material, secure the brass mouldings and then mask the 'Everflex' off ready for painting.

This sounds easy enough, but the problem came when trying to find a masking tape that would adhere to the 'Everflex' and not move with time. I tried all the usual masking tapes; paper, vinyl, duct tape, plastic, even the expensive but useless special tape for masking vinyl.

They all work for a varying length

of time, from a few minutes to several hours, but none would adhere closely overnight.

The final solution was to use medical strapping tape as used to bind up sprains etc. When you first apply this tape it appears worse than useless and will not adhere to the 'Everflex' at all.

Simply place the tape in the desired position, gently warm up the tape with a hair dryer, and rub with the finger. Presto! It sticks very tightly in the desired position. You need very little heat, barely

warm to the touch. This has remained tightly in place for at least 3 three weeks.

Removal is just as simple, warm the tape with the hair dryer and pull off. If you find some of the adhesive has remained on the 'Everflex', a quick wipe with some Methylated Spirits solves the problem.

The tape to look for is the one with a pink, open weave backing. 'Elastoplast', and 'Leukoplast' are two common brands. I settled for 'Leukoplast', as its backing is a much closer weave. A width of 25mm is about right.

The VCC of NZ Banks Peninsula Branch's "Monte Carlo" Event

The Banks Peninsula Branch of the Vintage Car Club of New Zealand (Inc) holds its "Monte Carlo Rally" every four years. This helps to give the anticipation of the event an aura reflecting the reputation of the classic (small "c" used advisedly) events from almost 100 years ago, through to the era when the competing cars ceased resembling anything one would wish to drive to the South of France. Some of the organising committee have a distinctly Gallic taste in their cars and life style, even being seen to (Egad!) kiss one another on both cheeks, and with the slightly French Riviera ambience of Akaroa available as a logical finishing point, it remained only for prospective competitors to choose their departure points to attempt to fulfil the competing criteria.

Against an age penalty which rightly favours Vintage cars, competitors had in one day to cover the greatest possible mileage, through compulsory way points (proof of passage through these points was required, the date and time facility on digital cameras saving the almost impossible task of producing receipts out of business hours) with bonus points added for other way points, to arrive at Duvauchelle, at the head of Akaroa Harbour, between 3:15 and 3:45 p.m. on Saturday 15 November. At Duvauchelle Driving Tests were held, and a Time Trial into Akaroa completed the competitive aspect of the day's sport. The final dinner at a yacht club rewarded formal dress or national costume.

Your reporter was privileged to be invited to join John Ferguson's crew, consisting, in addition to John, of his daughter Anita and her friend Ryan, in Emily, the 1936 25/30 Gurney Nutting Limousine which has been a Page 3 feature of 08-4, 08-5 and 08-6 to help publicise the Rolls-Royce Enthusiasts' Club 25

Register Tour of New Zealand in January and February. Emily came to New Zealand as a new car, owned by Mrs Elgar near Featherston, and John has cared for her for 45 years now. Being Post-Vintage

she incurred 20 penalty points, so a fair day's motoring was required to be in the running. This 25/30 being a D-backed limousine, there is a rear trunk, but this is required for tools, so limited personal luggage and sleeping bags were clustered around legs. No lightweight, Emily is capable of an easy 50 to 55 M.P.H. until a hill is encountered, and limited fuel range meant careful consideration of the route we proposed to follow.

Karamea, almost at the northern extremity of the road system on the West Coast, was chosen, and we set off on the Friday morning with Hilary King a fifth occupant as far as Greymouth. It was an easy run over Arthur's Pass, with a lunch stop north of Greymouth, the obligatory stop at Punakaiki where the tide and sea were not quite right to give us any more than a hint of how spectacular are the blow-holes there, and we refuelled again at Westport. Karamea is 60 miles farther on, and the news that there was no petrol available there and the unreliability of the EFTPos facility at Westport petrol station concerned us. Some of the road beyond Westport is slow, although mostly well surfaced, but a very bumpy patch while Ryan was driving turned out to be a very flat left rear tyre. Our tyre change was



quite efficient, and we tried not to think of what another flat tyre would do to our Monte Carlo aspirations the next day.

It seemed a long time since lunch, so dinner was given a higher priority than finding the bed-and-breakfast establishment where we were expected. Your reporter had stayed at The Last Resort before, and extols its virtues as a long touring weekend venue, but it has changed hands and its edge may have been blunted. Certainly it was busy, but our meals, although pleasant and of good value, took some time to arrive, so the evening was very dark by the time we began the search for our accommodation. What with the late arrival, chatting with our hosts, and seeing their woodworking shop with the Rileys, it was another late night (series of 1 million), closely followed by the alarm for a 3:30 a.m. start.

The weather was cool and probably cloudy, and we elected to gain our bonus points for including the "ghost town" of Denniston. It is a slow climb up to the plateau where the coal mining settlement was, and we had to drive very carefully through cloud or mist so thick that Eleanor Thornton was barely visible. At the unearthly hour we made our climb downhill traffic was not expected, but we did meet one vehicle. The weather had



cleared during the moment we paused for the regulation photograph, and we arrived thankfully at the petrol station in Westport just as it opened. We made a comfort stop in Reefton, where it was a beastly cold morning, but we did photograph the car there because of the Rolls-Royce link with the town, to be recounted in a future article.

We regretted not cleaning our windscreen during that stop, for when the sun came through the mist made for some unpleasant light strikes for the driver. Anita noticed that we had to prove that we had passed through Inangahua Junction rather than just Inangahua, and we found a little road which led us back onto the main road without any backtracking. It was around here where we met a Volvo P1800S, a competing crew from the Nelson area, and we had breakfast with them at Springs Junction. By the time we reached Hanmer Springs, another way point, the day was very warm. We did not feel confident

enough in our ability to reach Duvauchelle within our time constraint to gain points by making a detour to include Waiau (do you have your road maps beside you?) It was even hotter in Methven after the compulsory visit to Rakaia Gorge, and we just headed by the shortest route to skirt Christchurch towards Akaroa, arriving at Duvauchelle at 3:30 after about 450 miles of motoring in the 12 hours.

We found on arrival there that some 19 teams had competed, down on the previous Monte Carlo, but it had been a great day. Two other Rolls-Royces competed; Bruce and Andrew McIlroy, Stephen Fowler, and Bruce's friend Peter Bridges had started at 1:30 a.m. from Danseys Pass in the Silver Ghost 60ZG, with Bruce driving the whole way. John Allen in his Wraith WHC11 had decided that there was no hope of his winning so drove some 37 miles and won the Concours de Confort. Oh well, so we didn't win anything, but considered that we

had achieved a fair degree of confort, and anyway with memories of French rugby referees what hope did a car built by rosbifs have? The winning 16 h.p. Sunbeam tourer of Craig Keenan had some Gallic entente from the Sunbeam Talbot Darracq regime extant when the car was built.

In Akaroa the road tar had melted, and the temperature was rumoured to have reached 35C that afternoon, so the cold showers at the bach where we stayed were refreshing, and we walked in as much style as we could manage to the yacht club where our Natty Suiting paled into insignificance beside gendarmes' uniforms, rosbifs' garb (note Stephen Fowler's outfit nicely enhanced by gumboots, above), dinner jackets, posh frocks, and our recent member George Calder's slightly naval officer's uniform.

Many thanks are due to John Ferguson for the invitation to participate in a weekend's frolic, and to Anita and Ryan for their good fellowship. ATK



Danseys Pass on the Kye Burn, and therefore the Danseys Pass Coach Inn, were named after William Dansey, a local large run holder in the mid-nineteenth century. In 1862, when the inn was built, the area on the Maniototo side of the pass was a hive of dredging and gold mining activity along the Kyeburn River. At that time, the mining community was around 2,000 strong, so most evenings at the inn would have fairly lively, I should imagine. These days, apart from passing Rail Trailers and other occasional roaming 4-wheel drive shod travellers in the warmer months, it offers a delightfully peaceful haven from life's turmoils and travails, and a unique jumping-off point for the more intrepid explorers of the delights of Central Otago.

The annual 'Bentley Drivers' Club Works Outing' descended on Danseys Pass in late November, hellbent on two days and nights of bacchanalian debauchery and merry-making (well, minds were willing). The majority of us met up outside the Wigram Air Force Museum in Christchurch at 9 o'clock on Friday morning – a varied selection of post war winged 'B's' (sadly, no Cricklewood cars made it this time), including Nigel and Jane Prices' Azure, Oliver and Vicki Newbegins' Continental 'R', Michael Midgley and his motley crew (Hrmph! Ed) in the severely patinated S3, including Glynn Williams, Tom King & Ramon Farmer, and Ron Hasell chauffeuring the venerable section of the Club in the shape of Bob Beardsley & Frank Renwick, plus new boy Simon Towle. If you are going to travel with a full crew, what better engine to have under your bonnet than a 6 ¼ / ¾ litre V8 – an engine that remains contemptuous of big loads, and a few of us are bigger than we would like to be!

Picking up Bruce and Philomena McIlroy and Berwick Taylor and Dawn at Ashburton, both in 4 ¼s, we headed for Geraldine, Malcolm and Eileen McMillan in their Mark VI and lunch. Inevitably, there was much tyre kicking, especially over Berwick Taylor's 4 ¼, which is a recent addition to the national fleet, and happens to be a long lost overdrive version. It is chassis B165MX and was living in the US for about 40 years, mostly off the road, purchased sight unseen and coming here via the good offices of the Real Car Co., Snowdonia, Wales. Clothed modestly but fetchingly in a Park Ward Continental Saloon body and painted in an appropriate two-tone scheme, it was a beautiful retrieval job by Bruce and others, and I personally look forward to seeing more of this very desirable motorcar in the future.

Ron was keen to get moving, as many miles were to be covered, many over unsealed roads, before we reached the welcoming embrace of the bar at Danseys Pass Coach Inn. Well, I think they did reasonably well out of us that night as, following a very nice meal, we kept them up till about 1am, seeing the League boys trounce the Wallabies at the SunCorp Stadium in Brisbane before tripping off to our rooms, each in a rather blurred but happy haze.

Ron had a full itinerary for us on Saturday and was, once again, anxious for us to get going, if we were not to slip the tight schedule too much. Firstly, a short drive into Naseby and to the new olympic standard curling rink (the only one in NZ) there, where we were briefed on the finer points of this traditional Otago activity, before we sorted ourselves into teams and commenced a thoroughly enjoyable two hour lighthearted 'competition'. Julian Smith came up and joined us and, after we had been prised off the ice, we were treated to a delicious cold buffet in the bar/restaurant which overlooks their 360m luge awaiting next winter's snow falls.

Yet again, Ron, who was the only one of us who knew what our timetable actually was, led by example. Having rounded up his passengers, he tore off towards Macraes Flat with everyone else stung into hot pursuit. Thankfully, the pub was open as we arrived, so we were able to refresh ourselves before our briefing, then two hour tour of the Oceana Gold mining site just outside the settlement. I could go on with facts and figures from this most interesting excavation, and the huge efforts that are required to extricate extremely small amounts of this ore from the Otago landscape. However, what fascinated me most was the amount of effort they were required to make to both revitalise this very quiet backwater, and then return their diggings to their best approximation of what they had found before they started digging.

The vision of what, at first sight, appeared to be a group of about fifteen large billboards laid out randomly in a field was the first sign of the abnormal. This was the Heritage & Art Park, sponsored by Oceana, and which I understand now includes a very large metal sculpture erected subsequent to our visit. If this park actually included any works of serious merit, it may repay the efforts being expended. However, time will tell on this one. As we toured the site along the realigned Macraes/Dunback road, which included the long abandoned gold diggings at Innes Mill, we could see evidence of the early efforts to return their early excavations back into what their computer models had obviously informed them was authentic Central Otago landscape, including the replacement of tors, previously carefully removed and stored for this purpose. The mind boggles at this attempt to replicate the forces of thousands of years of nature. But I guess, in the absence of any more reliable method, this must suffice, and we must hope that nature eventually re-adopts it as her own. In the meantime, maybe Peter Jackson can use the unsettling artificiality for a future film project. A fascinating afternoon and a real eye-opener.

Following this, some premature farewells were made for those who had also committed to the Lady Barker Run the following day, and needed to start back for Christchurch pronto. The others returned across this very picturesque region with its excellent driving roads, to our accommodation at Danseys Pass, to enjoy another fine meal, a few drinks and some witty repartee, before making for our beds somewhat earlier than the previous evening. The following morning required a little less personal effort than usual, as the hotel's water pump had failed, and what little water that remained in various receptacles was required for coffee. Bills having been settled, we made our way towards the Kakanui Mountains and the picturesque descent towards the coast, made even more spectacular this morning as we were dramatically swallowed up by the rain clouds coming in from the east, but which were restrained from further progress by the mountains.

The weather improved distinctly as we travelled northwards on a journey that, thankfully, was not as impeded as that from Nelson on last year's outing. All in all, a great time was had by all, and our gratitude, as always, goes to Ron Hasell for his patience and planning efforts. Here's to next year's outing.

October 1967

Dear Sir,

Ever since the 1966 edition of the Membership List was published I have felt vaguely niggled by the relative untidiness of the Mac's and the Mc's, the fact that they are all jumbled together in a heap. Recently, I sought an explanation of this in the Foreword, on the well-known principle that when all else fails read the instructions.

Well, it says in the Foreword that the Membership List is arranged in accordance with British Standard 1749: 1951. What really caught my eye, though, was this "nothing-before-something" principle. I reckon I know an OK-phraser when I see one, having become something of a collector of OK-phrases since first coming across "all-singing-all-dancing" about ten years ago in England. My greatest treasure is "Nyquist's Criterion", but this is extremely difficult to work into most conversations. A useful one for bird-watchers is "apparently in good health"; and so on.

However, getting back to B.S. 1749; during a recent lull in office activity I whistled upstairs to the library and withdrew the document for study.

Well!

It would appear that B.S. 1749 is more honoured in the breach than in the observance, at least as far as the Membership List is concerned. I counted no fewer than fourteen failures to comply with paragraph 11.b, just for a start. To explain:

Para. 11. b states that a letter standing by itself shall be regarded as a word, and submits as an example C.G.S. preceding C. Gardner. That means, to take the first such occurrence in the list, that BALL, KENNETH. should be placed after BALL, K.J. That is, the initial K. counts as a word, and on the nothing-

before-something principle must precede Kenneth. There are thirteen more such examples, and a prize consisting of my compendium of OK-phrases is offered to the first member to spot them all.

A more subtle failure to comply with 11.b occurs in the case of O'Beirne and O'Driscoll-Lumley. Here the O' is an abbreviation for Of and para. 11.b reinforced by 11.a (elided portion represented by apostrophe) and the case of M'Kenzie in 11.c clearly show that O'Beirne and O'Driscoll-Lumley belong after Oettinger, paragraph 4 notwithstanding. Para. 4 states that apostrophes shall not affect the order. However, it is a principle in writing such Standards that the general precedes the particular, and in the event of ambiguity or conflict the general must yield to the particular.

Daniells and Daniels represents an interesting case. Here we refer to paragraph 6, which states that when one word differs from another only by the presence of additional letters at the end, the shorter word shall precede the longer. There is nothing that appears in the Standard to modify this requirement, and so Daniel must be followed by Daniels, leaving Daniells in third position. Another black.

There is a real gem; Jones, Dr. H.R., and Jones, H.R. Very rare this the only such example in the book. Paragraph 22 supplies the answer – Epithets Preceding Transposed Names. Put simply, Dr. H.R. belongs after plain H.R.

A little more delicate is the matter of Weir of Eastwood, and I will merely point out that B.S. 1629: 1950 Part Two para. 1.115 requires that peers be entered under their family names with reference from their titles, and gives as an example THOMPSON, William, Baron Kelvin.

Finally, there are three failures to comply with para. 10, which lays down that words joined by a hyphen (as opposed to a hyphenated prefix) shall be arranged as separate words. The example given in B.S. 1749 makes it clear that Ker-Lindsay, Ranald, should precede Kerfoot, L.H.; Russ-Turner should precede all the Russells, and Wood-Dow should precede Wooddin.

Now, what is the point to all this? Well, the damned Mac's and Mc's are all jumbled up in precise compliance with B.S. 1749. You can't have it both ways; either the whole book should comply, or else it should be laid out according to common sense. As someone once remarked, a camel is a horse that has been designed by a Committee; and some Standards tend that way too.

My own vote would be for leaving everything exactly as it is now, but shove all the Mc's where they belong, after Mayne, William.

And winkle St. Leger-Chambers, G.H., up into the St.'s; B.S. 1749 notwithstanding.

How do I come by such erudition? I earn my living at this tomfoolery.

Yours Faithfully,
Hugh Young,
Toronto, Canada.

(This letter was reprinted in its entirety in THE NEW YORKER of April 27th 1968, with the added footnote from the editor of that well-known magazine: 'It's enough to make one want to sell one's Bentley and get a Rolls').

This gem comes from The Bentley Drivers' Club Golden Jubilee Book, and is reprinted with permission of the current Editor of the Bentley Drivers' Club Review, Richard Alexander, and the letter's author, Hugh Young.



(Top left previous page) Berwick Taylor's B165MX near the top of Danseys Pass.

(Above left) A happy dinner group at Friday evening's dinner. (above right) Mothers and children near Danseys Pas Hotel.



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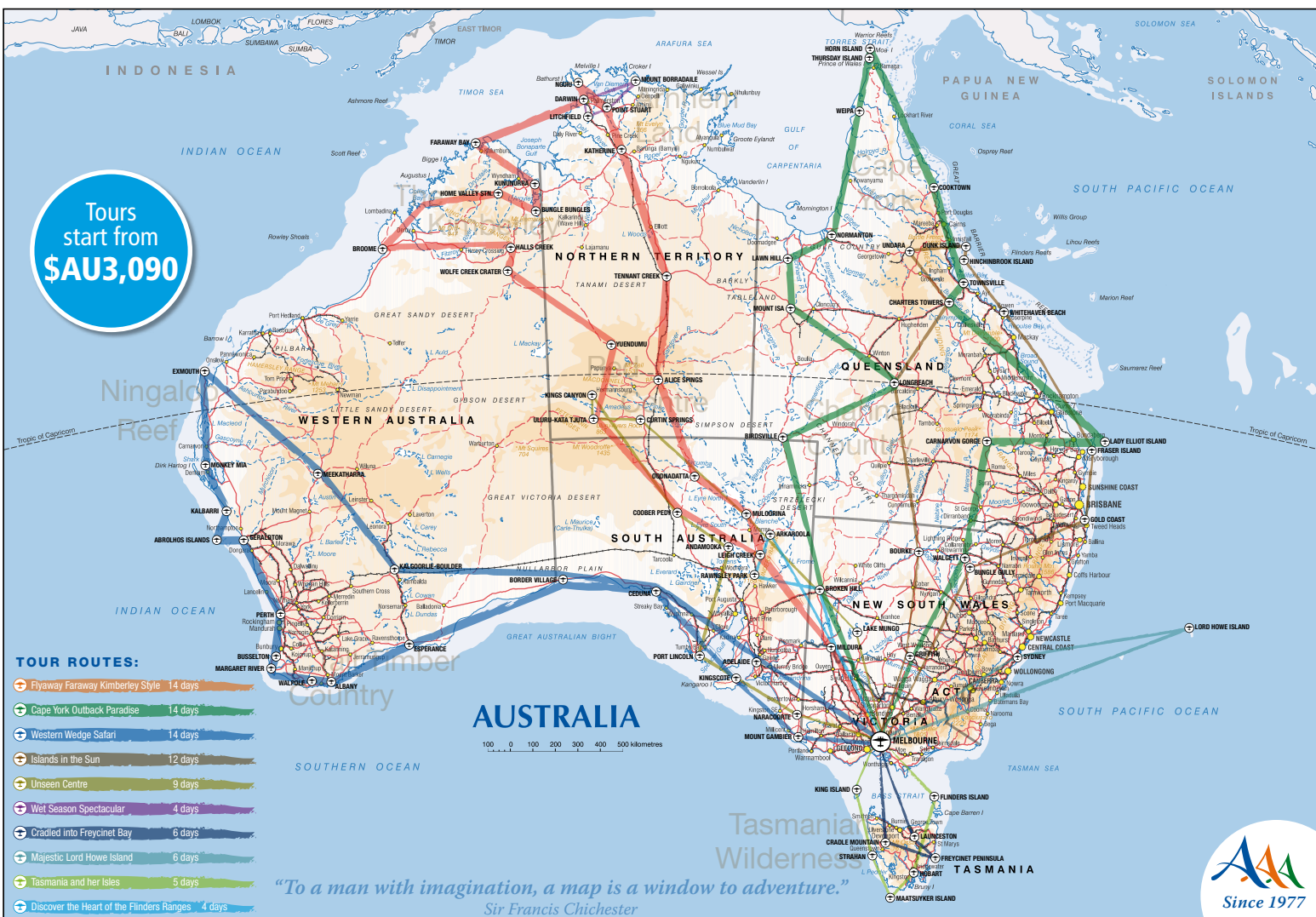
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