

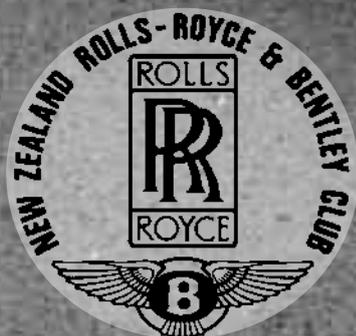
New Zealand Rolls-Royce & Bentley Club Inc

Issue 09-2, 2009



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is published six times a year by the New Zealand Rolls-Royce & Bentley Club, Inc (the Club). The magazine editor reserves the right to accept, reject, edit and/or abbreviate any copy at his discretion. The Club and the magazine editor aim to publish correct information and recommendations, but neither assumes responsibility in the event of claims or loss or damage resulting from the publication of editorial or advertising matter, or from following the advice of contributors. Statements of contributors are their own, and do not necessarily reflect the views of the Club, its National Executive or the magazine editor.

Change of Address: Members should notify the Membership Registrar to advise any changes of address or non-receipt of an issue.

Contributions: Articles, letters and or illustrations for publication should be sent to the magazine editor. Articles and photographs may be sent as Text file on CD, e-mailed to the magazine editor, or otherwise as typed hard copy and actual photos/illustrations. A self addressed and stamped envelope should be included for all items the contributor desires returned. The Club and magazine editor bear no responsibility for any loss of this material.

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CLOSING DATE FOR NEXT MAGAZINE
Deadline for receipt of all material Issue 09-3
22 May 2009

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
NZ Rolls-Royce & Bentley Club, Inc
Rob Carthew
85A Wharewaka Road
Taupo
Phone: (07) 377 4117
Email: watcher@pl.net

or
www.nzrrbc.co.nz ,

then **APPLICATION FORM**

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Front Cover:

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.

Club Calendar 2009-2

Northern Region

Sunday 26 April Tour to KAIAUA for lunch then to River Estate Olive Grove Tour at Whitford

Meet at BP Service Centre Drury (SH1 Exit 460) at 10.15am for a 10.30am departure. Route instructions (not via SH) will be given out at departure. At Kaiaua you can either bring your own lunch or eat at Kaiaua Fisheries or the Bayview Hotel. Then we will leave Kaiaua no later than 1.45pm to go to River Estate Olive Grove tour and tasting. This will be about 1 hour long and you will be able to make purchases.

Saturday 30 May to Monday 1 June Queen's Birthday Weekend Northland Tour Details to be confirmed. Route starts from Westgate Centre SH16 on Saturday morning. We drive via SH16 to Dargaville for lunch with Saturday night proposed at Omapere. On Sunday morning we drive to Kerikeri for lunch at Chris and Angela Houry's home and stay on Sunday night in Pahia. On Monday we say our goodbyes. Other activities on route are being planned. Accommodation arrangements will be advised shortly but you will need to make your own bookings direct the establishments.

Other Proposed Events: Mid-Winter Theme Dinner/Dance
Modern PMC Technical Discussion
Labour Weekend Tour to Coromandel

Central Region

Coming events will be advised in **The Tick of the Clock**.

Southern Region

In association with the Rolls-Royce & Bentley Touring Club (Inc) we are co-organising the now traditional

Mt Cook Mid-Winter Weekend 4 5 6 July. This will be the fourth time we have made the always interesting journey through the challenging winter route to the comfort of The Hermitage, where good accommodation and food have been arranged for us at a special rate. Come and join us; if you can't bring your car, seats in other cars can always be arranged.

Other Coming Events will be noted in the Southern Region Newsletter, and we are working on a **Garage Raid** during the Winter, a **McKenzie Country Weekend** in the Spring, as well as a more ambitious **Event to Fiordland** with our Club members who live in the Far South of our Region.

Australian Events for 2009

With the Tasman Sea being much narrower than it used to be, the following The Rolls-Royce Owners' Club of Australia events would tie in very nicely with an Air Adventure Australia tour (see their advertisement on Page 20). The Rolls-Royce Owners' Club of Australia web site is <http://www.rroc.org.au> and contacts for their events are:

Australian Capital Territory secretary@act.rroc.org.au

New South Wales nsw@rroc.org.au and <http://nsw.rroc.org.au>

Queensland qld@rroc.org.au

South Australia sa@rroc.org.au

Victoria vic@rroc.org.au

Western Australia secretary@wa.rroc.org.au

Some of their events planned for 2009 are as follows:

15 to 17 May Weekend in Newcastle, incorporating National Heritage Motor Day <http://nsw.rroc.org.au>

Date in June t.b.a. Phantom Run <http://nsw.rroc.org.au>

28-30 August Spirit, Mulsanne and Related Types (SMART) Register Weekend Alan White +61 2 6674 5734

18-21 September Silver Wraith, Silver Dawn, Bentley Mk VI and R-Type Register Social Weekend Gos Cory +61 2 4822 5135

Date in September t.b.a. Dawn Patrol <http://nsw.rroc.org.au>

Date in October t.b.a. Silver Cloud/S-Series Bentley Register Weekend <http://nsw.rroc.org.au>

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 Post-WW2, 204a Waiwhetu Road, LOWER HUTT.

CHASSIS RECORDS

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

e-mail rmt@xtra.co.nz

ADVERTISING – pages 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.

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

Mainland Comment

Along with many New Zealanders, your editor seems to have spent the summer doing wild sweeps across our country. The beauty and variety of countryside which has been crammed into such a small area never fails to enthrall; neither does the dramatic change in scenery every fifty kilometres or so. One of these trips was in a Crewe product, and it performed as faultlessly as it was designed to do all those years ago, while carrying four people and their luggage as far afield as Jackson's Bay and Milford Sound. On the final day we travelled comfortably from Greymouth to Kaikoura by the inland road, then home to Christchurch.

This summer we had visitors from the 25 Register of the Rolls-Royce Enthusiasts' Club from Britain and Australia with their cars of the 1930s, and many of us had the privilege of meeting this happy band. Their enthusiasm was contagious, as was their generosity, and what splendid ambassadors for their countries and marque they made. Beth Merryweather has written her account of the meeting the Northern Region organised, and it appears on page 11. Such was the level of presentation and condition that the cars seemed to need no fettle during their quite arduous tour. The Rolls-Royce Enthusiasts' Club will be the next club your editor joins.

Have you noticed how many camper vans there have been on the road this summer? While the majority of them have been driven courteously and considerately, there are those whose mission in life seems to be to bob irritatingly in front of a line of cars for the rest of the day, and there are also those being driven apparently suicidally. We encountered one such which braked for every corner going UP the Crown Range road, surely demonstrating some form of loopiness, particularly since the driver then seemed to feel he was on a skiing run on the still challenging downhill route into Cardrona.

The recent announcement of another \$32 of Accident Compensation Commission levy to be added to our car registration made

your editor wonder if the impact of our overseas visitors' driving habits is being subsidised by the rest of us.

In conversation with the Australian based members of the 25 Tour it was brought home just how relatively tax free we motorists are on this side of the Tasman. Registration is somewhat more than it is here, with a graduated scale for the car weight, on top of which third party insurance is payable, even if you take out comprehensive insurance cover. Yes, you can obtain a reduced registration fee for your club eligible car, but you are then restricted to only club organised events, with motorcycle escorts being mentioned. The Luxury Car Tax which kicks in at \$AU57,000 has meant that virtually no interesting old cars are being imported, so that there is a one way flow out of the country.

One of the editor's perks is the quid pro quo agreement with our sister clubs' magazines, which tend to induce an uneasy mixture of euphoria and inferiority. David Neely has edited the Rolls-Royce Owners' Club of Australia's *Praeclarum* for five years, and has just retired. Those of us who were on the First Light Tour two years ago were lucky enough to meet David, and he has just joined our club. As well as being co-author of the standard book *Rolls-Royce & Bentley in the Sunburnt Country* David is a Trustee of the Sir Henry Royce Foundation, Australia. Their web site is www.royce.org.au

Another web page which will keep one happy for hours is obtained through typing "Austin Harris" into Google, and then selecting the marque of car you want. Mr Harris works for the company which owns the LAT photographic archive, and all those muddy pictures from *The Autocar*, *Motor* and *Motor Sport* are available in glass negative quality. The pictures are so far mostly from the 1920s, and on the computer there is a watermark, presumably not present if one buys the prints.

We have been sent the following information by Sabu Advani, the Editor in Chief of *The Flying Lady*, the benchmark

magazine of the Rolls-Royce Owners' Club of America. "The RROC is delighted to announce another first-ever service for club members. We have just completed scanning nearly 20,000 car records and 500,000 pages worth of Bentley and Rolls-Royce car history data! The data includes Car History and Dealer Warranty information on nearly all cars imported into North America from 1980-2002.

"We have now scanned all of those records and are pleased to make "copies" available to our members. Members may request to have this information sent via email or via printed "hard copy". Your choice. The price varies according to the number of pages in each file; and the number of pages varies from about 5 to more than 100! It is a treasure trove of information for anyone who has one of those motorcars OR is interested in purchasing one.

"This information is not available anywhere else. Visit the rroc.org website for further details or call HQ (800 879 7762) to order."

We are always sorry to lose members, and particularly sorry that our long time member Thomas Doo, QSM, has just resigned. There seems no better way to sum up his membership than to quote in full his letter to our Membership Secretary, Rob Carthew.

Dear Rob,

It is with regret that I write to inform you that due to my age and health (84th year) I shall have to relinquish my membership as of this year.

I must put on record that I have been a member for a long, long time, possibly 28 years. I have enjoyed the excellent newsletters and publications which regularly came and which I read with great interest. Your communications over the years and the rallies you have held makes your organisation the best car club in New Zealand. Your list of members and the members of your committee and their activities illustrates the calibre, quality, integrity and spirit of the Rolls-Royce Club in New Zealand.

I wish you and all your members my sincerest good wishes for the future. Thank you again for the many memories, and for the hours and hours of enjoyable reading of Rolls-Royces and Bentleys now in my library.

Yours sincerely,

Tomas Doo QSM.

P.S. I still own my Rolls-Royce Silver Spirit, Bentley Turbo R, CLS Mercedes 350 and SLK Mercedes 200 R.

Farewell, Mr Doo. It would be nice if the Club were able to acknowledge his long membership with a few extra copies of our magazine, or perhaps a half membership option after 25 years' membership. Discuss.

Invitation

The Rolls-Royce Owners' Club of Australia extends an invitation to members of the worldwide Rolls-Royce and Bentley community to subscribe to our national magazine *Praeclarum*. This bi-monthly publication will add to your collection of reference materials and will keep you up to date with events down under. Who knows, you may decide to join us for our next national rally in Tasmania in March 2010.

Only 99 Australian dollars will see six editions airmailed to your home in 2009. Provide your post and payment details to Treasurer@rroc.org.au



Chairman's Report

If my last notes told of a quiet six weeks then this one is quite the reverse.

On 26 January Lois and I set off on the R.R.E.C. tour of New Zealand. It lasted almost a month and we had a real ball. I am of the opinion that the kind of person who will ship a car half way round the world for a rally is very much more than an ordinary person. For a start, they are determined to have fun and believe me they set about that in a workmanlike fashion. The tour followed similar routes to the 2004 centennial rally with enough variations to keep us interested. We got as far south as Gore and finished in Christchurch.

On the last day we were entertained for lunch by Bruce McIlroy (see photograph below) and the visitors were most impressed by his facility. I sometimes think that overseas visitors expect to find us all dagging and shearing from dawn to dusk and not much else so it was quite a surprise for them to find such a sophisticated facility. We left our car there for a full service and begged a lift into Christchurch for the last three days.

Bruce arranged for our car to be taken to Napier and we flew up there for the Art Deco weekend. As always we had a great time there and convinced ourselves that we would not miss it for anything. On the final evening our car failed to proceed at 11.45 p.m. Sunday evening and we were due to fly home for two weeks the next day. I contacted a 24 hour auto electrician who took the car and having found it was not the electrical fault I had convinced myself it was, took the carburettor apart and cleaned the dust and grit off the piston and cylinder which fixed the problem. It also saved the expense of storing the car for the period.

We flew back to Napier in time to join this club's rally over 'Gentle Annie' which traverses from Napier to Taihape

through very remote back country. I had travelled that way in 1958, yes 51 years ago when there was a grass strip down the centre for the whole 80 miles (128 kilometres) and again three years ago. The first trip was in a 1936 Model 'Y' Ford and the second in a Bentley Turbo 'R'. Hard to compare really isn't it?

There are two stretches of loose metal on each side of the main hill, one of about 10 kilometres and the other about 20 kilometres. The local authorities have decided to tar seal these pieces so on the eastern side no money has been spent and the road on the eastern side is as bad as it has ever been – serious corrugations producing really bad axle tramp in a car with a rigid axle. The western side is now the longest piece of road works I have ever seen in one go; twenty kilometres of cuttings and diversions and machinery. The final down hill grade got our rear brakes so hot that when we paused to change drivers, the left hand side locked up. Lois said she thought the car had lost a bit of its old urge so when I smelled burning paint, we had a look and found melted grease pouring out of the bearings and the shoes locked solid.

It was our great good fortune to have Dick Neill as the next car along. Dick soon recognised the problem and before we could discuss a course of action, he was into his overalls and into the problem. He backed off the brake adjuster and freed the wheel and off we set for lunch in Taihape. Without Dick coming along, I think we would have been very hungry, many many thanks to Dick for his help. We arrived at the A.G.M. venue by mid afternoon and settled in to the motel.

The dinner that night was as good as we have had for many years and any thought of Turangi as a remote fishing village was soon dispelled. Next morning we held the meeting and it went

as smoothly as usual except that I reported some figures for the magazine production which were challenged by our treasurer. It turns out that my figures were based on incomplete information so the real result is not quite as rosy as I reported. More up to date figures from Naomi show that the historical cost was \$8.37 per copy whereas now, with the new size, all colour and a little more advertising, the present cost is \$6.78 per copy.

In view of the vastly improved look of the magazine, I think it is nothing short of remarkable that Tom (our editor) has done so well for such a great price. New brooms do indeed sweep clean!!

This was the first A.G.M. held under the new constitution so we only had four positions to decide for the coming year. As there were only four nominations for the four positions, it wasn't very hard to decide. You are stuck with me as Chairman again this year but I have the great good fortune to have Naomi Neill as Treasurer and Phillip Eilenberg as Secretary; both of these stalwarts of the club supported me last year and things would not have run half as smoothly without their experience and help. The new post of National Events Co-ordinator is taken up by Michael Midgley who is also our Southern Regional Chairman.

I have to report also that Rob Carthew has agreed to continue as Membership Secretary and Roy Tilley and Eddie Riddle as our Technical Advisors, Roy also as Librarian and Webmaster. These last three, while no longer executive members, have a big role to play and I am glad they are still helping to run the show.

After morning tea Lois and I set off for Cambridge where we spent a welcome rest before arriving home at lunchtime on Monday morning; close on seven thousand kilometres in seven weeks. Who says we don't use our old cars?



Northern Region - A Day With The 25 Tour, by Beth Merryweather



Some of the 25 Tour cars at Richard Langridge's. Left to right Bryan and Sheilah Harper's 1934 Hooper Sports Saloon, Chassis GAE15; Richard and Lois Hadfield's 1930 Brewster Sedan Laundalette GSR65; and George Urquhart's 1933 Freestone and Webb Limousine GSY12. Philip Eilenberg's photograph

Although our PMC does not qualify for this special group of older Beauties, we were kindly permitted to travel along with the Stars of the day, in what turned out to be perfect summer weather. Meeting time was 10.00am for a 10.30 start from the BP Service Centre on the Southern Motorway near Papakura, with 12 visitors from overseas plus various locals like us. Naturally, being the closest Locals we were also not the first and not quite the last to arrive, but with less excuse. However we still had time to wander around the impressive line-up of cars and to meet some of their owners, as did anyone else who was also using the Centre as a gathering place to start from. This is a popular place for many Car Club Rallies, so Minis, Fords, Chevrolets, sports cars etc can all be seen at times strutting their stuff at the beginning of a day's fun.

To time, we began to move out, to follow the meticulously prepared Instructions prepared by George and his band of extremely competent helpers, complete with excellent photographs to illustrate each direction.

For David and me it was a journey down memory lane as we passed local haunts now not so often viewed. A sign of our age, and the length of time spent here (32 years), is that we were remembering who lived where, but likely to be one or two owners back! The first part of the journey took us south on the Old South Road where we were to turn left onto Ararimu Road to cross the motorway at Rama Rama,

close to our farm but on the other side of the motorway. Two or three cars missed the turnoff into Ararimu Road and we had the fun of watching the most stately wheelies being done that I will ever see. Fortunately the Old South Road is extra wide at that point and very quiet, most of the traffic going on the motorway, so no dignity was lost in their full circle turns!

I don't know whether other members noticed the strong perfume throughout much of the day but the tree privets were in full flower, their perfume perhaps accentuated by the heat.

We travelled the length of Pinnacle Hill Road to where it drops sharply down a steep gradient as it connects with the heavy traffic flow on State Highway 2. The rugged landscape on the top of the ridge is no less steep than it was 31 years ago - memories of chasing cattle up and down those steep sides before going to work - 31 years younger and fitter! There may be more tennis courts and gardens on lifestyle blocks now but it is still the same hard territory.

Just before Mangatawhiri a very handsome cock pheasant nearly became a pheasant sandwich between ourselves and an oncoming car. Its quick dash to the side saved it but I bet it's road sense won't have improved.

The promised view across the Firth of Thames to the towns of Thames and Coromandel was easily seen in such fantastic weather before we dropped down to Kaiaua for the famous fish and chips, in newspaper, fingers or plastic

cutlery the options for eating them with, wine by the glass also available. I am not sure whether anyone dined at the Hotel, as we all became a bit scattered at that point, and many other sightseers, bikers etc, were also at Kaiaua. The usual milling around the cars and quick chatting with others took place before we took off on the next leg, parting company with Maureen and John Stewart at that point as they split off to travel on to their holiday home up the Peninsula. Here Be Dragons.

I was lucky that David took pity on his walking stick-bound wife and did a slightly scary U-turn to allow me a few minutes in what has to be a fascinating little shop. This is just up the coast road from Kaiaua and well worth a stop. The owners have a laid back lifestyle there and he creates pottery hangings, pots etc while his wife is the Dragon Lady, in the nicest sense, creating wonderful mythical-type creatures. They saw our difficulty with turning the car and offered us the choice of driving onto their back lawn by the seashore where we were easily able to make a dignified turn before proceeding onto the road in greater safety.

The temporary traffic lights on the Kawakawa Bay Road were a graphic reminder of the forces of nature, as the settlement was cut off for over a month last winter by a massive slip, still unstable; the resulting stories of hardship and personal problems in trying to continue normal living features frequently in our local papers.

No fun for the locals once the first shock wore off! Climbing that steep hill with shopping, preschoolers, etc in winter mud and rain was arduous and dangerous. Many people had to move out to be able to continue their work or schooling on the other side until some clearance was made through the slip.

The intense afternoon heat made an ice-cream each at the Kawakawa shop obligatory - the problem then was to eat it before it melted down our clothes! While sharing ice creams with visitors from Huddersfield (Yorkshire) they commented on the stark contrast with the snow and zero degree temps being endured at home as we licked our hokey-pokey/ chocolate choices.

Clevedon has an interesting weekend market not available that day but the immaculate polo fields on the right with the McNicol Homestead Museum on the left promise other interests. Alas, the oyster factory was closed, so no excuse to stop before we arrived at Twilight Road.

Richard Langridge is a passionate car collector, especially of Rolls-Royce and Bentleys. A visit to his immaculate collection beautifully housed in purpose built garaging impresses even the womenfolk of

the Club. His detailed knowledge of the history of each one and hands-on experience with them is truly remarkable. Each one is washed and polished by him personally and driven on a regular basis.

The main garage is modelled on a French Chateau stable block and it is extremely impressive when he pushes the button and all the doors of the square rise as one to reveal serried ranks of immaculate Parthenon grilles

We then went up to their home to view the small garage there (it only holds about 8 or 9 cars) with some of the newer marques, including his most recent purchase a week or two prior to our visit, a brand-new Bentley Arnage, sadly one of the last to be made because of the global financial down-turn affecting the manufacturers.

His wife brought the newest member of the family down to meet us, called Zuma (Zoomer, Xuma???) a very large, very furry Japanese Akita dog, and still only nine months old. He seemed to be already the size of a miniature pony; next year.... Who knows? Obviously a good guard dog, as they are bred to be, he was happy to make friends and enjoyed the attention he had.

This part of the day was a real highlight and we do thank Richard

for his generous hospitality in opening up for us, a privilege we all enjoyed and not one to be taken lightly.

After that it was a rush to return to Auckland to prepare for the Dinner at the Royal New Zealand Yacht Squadron that evening, organised by the leader of the English Contingent, I understand. A lovely meal and very professionally run, under rather difficult circumstance for the Management as the Louis Vuitton Cup races were starting on the following Thursday. Much of the interior was being redecorated for this deadline, but the staff still remained calm and pleasant, while also catering for a wedding being held in another room. As it was to be an early start the next morning for those on the Rally, with a long hot day just finished, jet-lag and huge changes in seasonal temperatures for the overseas members, when the chefs were able to move our meal an hour forward, the move was most welcome, and we finished comfortably at 9.30. I think I slept all the way home to the farm, in peaceful repletion, walking stick tucked away for the night. I am so glad David didn't sleep though.....



And the 25 Tourists at Richard Langridge's, together with some of our Northern Region stalwarts. Clue: the locals are wearing shorts, and Philip Eilenberg, who took the photograph, nipped into it on the right. For the record, the people and cars taking part in the Tour were Peter and Rita Atkinson in AX Y977, 1934 Hooper Sports Saloon GCB60; Philip and Carol Baron in GV4019, 1930 Thrupp & Maberly Sports Saloon GDP36; Richard and Lois Hadfield, 1930 Brewster Sedan Laundalette GSR65; Bryan and Sheilah Harper in BLE712, a 1934 Hooper Sports Saloon GAE15; Rodney and Jean Marples in KBM534, 1937 Park Ward 25/30 GMF12; Len and Lesley Meades in ADA588, W.T. Atcherley Sports Saloon GMD75; Robert and Christine Miles in RR0032, 1932 Tony Robinson Tourer GHW8; Jim and Audrey Platt in BNL25, 1935 William Arnold Sports Saloon GPG31; Rory and Liz Poland in 1937 25/30 Martin & King of Melbourne Saloon which replaced the Hooper body rejected by the original owner of GRO4; Peter and Jan Price in 1934 3½ litre Bentley Park Ward Drop-head B73BL; Chris and Frances Shaw in AYY418, 1934 Hooper Sports Saloon GRL68; David and Kay Webster in YG4580, 1933 Rippon Brothers Sports Saloon GSY73.

Southern Region Very Early Autumn Run, 1 March

With summer having officially finished the day before, our hopes of the good weather continuing into autumn were rewarded by a glorious Sunday morning on 1 March. There had been so many events organised during the "Season" that there were inevitably date conflicts, so only three Bentleys and one Rolls-Royce started for our run to the various historical sites around the port of Lyttelton. Numbers were boosted by friends from overseas, some of whom went straight from the airport to Lyttelton.

The rally route took us around Banks Peninsula towards Akaroa by way of the delightful Old Tai Tapu Road just as far as the turn-off to Gebbies Pass, a gentle climb over the rim of the extinct volcano to drop down to the southern end of Lyttelton Harbour.

We had passed near the home of Tim Riley, who runs engineering and classic car touring businesses, and whose grandparents were Tommy and Elsie ("Bill") Wisdom. The drawing here is by Francis Gordon Crosby, the designer of the original Bentley badge, who was a friend of the Wisdoms. It came from the Wisdom family archives, some of which have recently been sold by a British auction house, and depicts the diminutive Mrs Wisdom at the wheel of a slightly (!) exaggerated Thomas Special which she drove at Brooklands in the 1930s. Tim Riley's parents are Peter Riley, a well-known rally competitor in Rileys and later Big Healeys during the 1940s and '50s, and Ann Wisdom, who was the late Pat Moss's co-driver during an eminent rally career.

Lyttelton is well provided with good cafés, and The Ground Delicatessen and Satchmo's were both sampled by our group. The temptation to linger over another cup of coffee is always strong, and never stronger than when Anthony Dacre is reminiscing about his struggles to keep his



car fleet to a minimum when faced by so many. Most of us have heard Anthony say "I think this will be my last restoration" on several occasions.

We visited three museums, the Torpedo Boat in Torpedo Bay, the Time-ball off Evans Pass Road, and the Lyttelton Museum, each of them very different.

For a generation of Sea Cadets which used to trudge from the ferry to Diamond Harbour to Ripa Island, past Purau, the mystery of just what the intriguing wreckage partially buried in the sand there was has now been explained. During the Russian War Scare of the 1880s the four main ports of New Zealand had defences of forts and guns built, and four Spar Torpedo Boats were acquired from the builders, Thornycrofts of Chiswick on the Thames. Manned by volunteers, these were very lightly built craft and must have flexed dreadfully in any kind of sea, but they had a powerful steam expansion

engine which made for a speed capability of 17 knots, either forward or reverse. The principle of the spar torpedo now sounds like something dreamed up by Spike Milligan, for the plot was to steam up to one's prey, attach a torpedo from the end of a long wooden spar, and steam quickly off backwards. Apparently a ship was sunk successfully during the American Civil War by a spar torpedo carried by a submarine, although the submarine was lost with all hands during the return journey across the bay.

The Torpedo Boat Museum in Torpedo Bay has the surviving stern and bow structures, a model of the craft, and various photographs as well as the original engine from the torpedo boat from Dunedin, which had been rescued many years ago by Professor Scott

of Canterbury University College and arranged as a moving model in a glass case. Unfortunately the excellent video presentation was not available because of a malfunctioning machine.

The Time-ball Museum is very well set up, and commands a superb 180 degree view across Lyttelton Harbour. Accurate timekeeping was essential to navigation so when the ball was dropped at exactly noon the ships' chronometers could be checked to enable the sextant determination of latitude to be related to longitude in order to avoid at least the rocks which were charted.

Any time left in an afternoon can well be spent in the Lyttelton Museum, which is just as well since the charm of the port has been eroded by the port company's declaration of all the interesting bits of the wharves off limits, grumble grumble.

ATK



Some coachwork details of the 25 Tourists' cars: (left) Len and Lesley Meades' 1934 W.T. Atcherley Sports Saloon GMD75 and

(right) David and Kay Webster's 1933 Rippon Brothers Sports Saloon GSY73. This car has been maintained rather than been restored, and the mileage turned to 65,000 during the Tour.

These were photographed during the overnight stop at Terrace Downs, in Canterbury.





The attractive lines of the Martin & King of Melbourne saloon body which replaced the original Hooper coachwork before delivery to the original Australian owner of Rory and Liz Poland's 25/30 GRO4



Bryan Harper of South Australia with his 1934 Hooper bodied Sports Saloon GAE15



The very attractive ebonised wood on David and Kay Webster's Rippon Brothers Sports Saloon GSY73 instrument panel.

Central Region



The Central Region members who set up the Annual General Meeting Weekend Rally, relaxing at Laurie and Anke Haines's Havelock North home. From left, Martin Taylor, Lesley Tilley, Laurie Haines, William Giesbers, Sara McInally, Elliott and Carol Snelling, and Peter Haines. Roy Tilley took the photograph.

"Time spent in reconnaissance is seldom wasted" (Old military adage)

Having been committed to organising the 2009 National Rally, including a drive over Gentle Annie, the Napier to Taihape route whose reputation seems to have more basis in mythology than in cold hard fact, the Central Region committee decided to see for itself and headed off en masse to Napier, stopping only for a splendid barbecue at the magnificent home of Laurie and Anke Haines at Havelock North. The garage and its contents were

fairly magnificent too, containing a Silver Spirit, a Turbo R, and a couple of Porsches. So that was Saturday taken care of, and even without any reconnaissance having been carried out yet, the time certainly hadn't been wasted.

Sunday saw us heading from our motel in Hastings to Napier, where the rally was to start, and then to Fernhill which is the start of gentle Annie. The sign post said the distance to Taihape was 148 km and the total time taken by our small convoy to cover this distance (actually timed from

Napier) was 2 hours and 30 minutes. There were two stretches of unsealed road of 14 and 22 km respectively, with considerable reconstruction going on around them.

The general driving conditions were quite good, the weather being damp, which kept the dust down. The unsealed parts contained some corrugations and loose gravel, and also some puddles and potholes; however the bigger your wheels, the less of a problem were the potholes. Gradients were quite easy, but the main problem was the lack of relief stops and petrol stations after passing Hastings; also, sitting for over two hours made for stiff backs and sore bums for those not travelling in Rolls-Royces.

Our convoy consisted of two Silver Shadows (Snellings and Martin Taylor), a mid-sized Toyota (William Giesbers) and a 1300 c.c. Honda Jazz (Tilleys) which apart from being the most economical vehicle on the run (6.5 litres/100km) was intended to represent the capabilities of the slower pre-war cars.

The results of our reconnaissance were therefore that as long as you start the journey with a full tank and an empty bladder, there should be no problems in completing the journey with comfort. A stop of an hour or more for lunch at Taihape would allow the tail-enders to catch up, with time to visit the Army Museum at Waiouru en route to Turangi. You've always said as you drive past that next time you'll stop and have a look. Well, this was that next time.

Roy Tilley

Membership Changes

We extend a warm welcome to the following new members:

Chris Devereaux and Barbara Harris
Penthouse 11B, 8 Howe St
Freemans Bay
Auckland 1011
(09) 3071 485 021 764 183
2000 Bentley Arnage
Chassis SCBLC31E9YCH04617

Bruce and Diana Carey
29 Glendever Terrace
Balmoral Hill
Christchurch 8081
(03) 3842 663
1936 Bentley 3½ litre Park Ward Saloon
Registration CJJ 406
Chassis B166FB

With great regret we record the resignation of:

Thomas Doo
24 Paora St
Orakei, Auckland
(see *Mainland Comment*)

David Neely
40 Queen St
Croydon
New South Wales 2132
Australia
1985 Rolls-Royce Silver Spirit 1

**Our Web Site is www.nzrrbc.co.nz
Tell your friends about it, and suggest that they would enjoy membership, too.
Membership Forms can be downloaded from the Web Site.**



George Urquhart receiving the Centennial Trophy from Richard Hadfield at the Annual Rally Dinner, 13 March 2009. Dick Neild took the photograph.

The contrast between the Crewe product and the cheapness and nastiness of the rental car used by the Southern Region's representatives during the AGM Weekend is best obscured by a veil, but it didn't put a foot out of place either despite the drivers' attempts. We met the rest of the AGM Tour at Napier on the Friday evening, where it was a pleasure to meet our Havelock North members Laurie and Anke Haines, who joined us for dinner.

The weather on Saturday morning was glorious, and the road toward Gentle Annie winds through very pretty countryside. There are extensive road works taking place, with the obvious objective of ensuring that there is another viable route from the centre of the North Island to Hawkes Bay.

Richard and Lois Hadfield had Mrs Brewster's left hand rear brake lock on, and for a while it looked as if AA Rescue were going to be required, but Dick Neill and was able to free the brake. This 20/25, GSR65, had completed the 25 Register's Tour through the whole country, then travelled to Napier for the Art Deco Weekend, stayed there while Richard and Lois travelled home and back by air, and then went home from Turangi after the AGM.

Lunch was at Taihape, at the very popular Brown Sugar Café, which also had attracted the local wasp population, and then it was an easy run to Turangi.

The three volcanoes were entirely clear of cloud cover, and looked most spectacular.

The Parklands Motel at Turangi was most comfortable, and after a few moments spent checking in it was time to remove the evidence of Gentle Annie, traversing of same, and prepare for the Concours D'Condition, which this year was compulsory, taking into account the terrain crossed. Once the judges imported from the Southern Region had regained their normal poor posture after the worse posture inflicted upon them by the Nissan Sunny's seats, judging commenced.

One competitor is allergic to competitions of this sort after suffering from decisions made under Aussie Rules during an international event some years ago, but he took the Unexpectedness of the Spanish Inquisition with good grace.

Points out of 5 were awarded for Condition and Originality of Exterior, Under Bonnet, Interior, and Luggage Compartment; in other words a maximum of 40 points, to which was added a point for every year of age. That system meant that a new car, in perfect condition, would always lose to any car over 40 years old, despite its state.

First Overall was awarded to George Urquhart's recently completed 1933 Freestone & Webb bodied 20/25 Limousine, GSY12, clear by 3 points at 116 from Richard and Lois's Brewster bodied 1933 20/25 GSR65, which won Best Rolls-

Royce. Best Bentley was Berwick Taylor's 1939 Park Ward Continental Saloon B165MX, with 103 points.

All the cars present rewarded careful inspection; they are beautiful works of art, each unique.

On George Urquhart's 20/25 the grace of the Freestone and Webb wing line and its "trouser crease" relieve the formality of the limousine coachwork, and the whole car is enhanced by its new Claret and Black so painstakingly carried out over many years by George.

The Brewster coachwork on Richard and Lois Hadfield's 20/25 is unique to this car, and it is one of the few "small chassis" cars imported to America. Interestingly it is Right hand Drive, but the Hadfields have switched the "jump seat" from right to left side for the position of the kerb here. Lois demonstrated the ease of rigging and de-rigging the hood over the rear compartment, and we are assured that the car is watertight to car-wash standards!

Bruce and Jean London's Silver Shadow is painted a most interesting ivory, much more flattering to the line than the occasional white colour sometimes seen.

Bob and Jan Cleave's Continental Drop-head Coupé has covered a very low mileage, and is utterly immaculate. Such was Mulliner Park Ward's commitment that the double-lined hood took two men two weeks to make.

This was your reporter's first chance to see Ray and Shirley Scampton's Silver Cloud II, and it is a most handsome car in Midnight Blue.

Your reporter never misses an opportunity to ogle Jim and Joan Sawers's R-Type Continental, a most original car in Pacific Green. The H.J. Mulliner coachwork is aluminium alloy over a duralumin frame, and it took Jim to point out the skilful blending of the new paint over where new alloy has been built into the bottoms of the wings where the original metal had become very thin indeed.

Berwick Taylor's Derby Bentley MX Series Overdrive car now wears discs on its 17 inch wheels to one side, and they do enhance the car's appearance, with the more modern appearance of the Company's "Rationalised Range" policy evident. Berwick has a work in progress as he amasses the correct parts in working order so that the conduit to the tyre valves will enable the pressures to be checked without having to remove the wheel discs.

The Concours results are as follows:

Annual General Meeting Weekend and National Rally 13 -16 March



The Regional Chairmen and Secretaries with our National Chairman Richard Hadfield. From left, Northern Secretary Philip Eilenberg and Chairman Rod Newport; Richard; Central Chairman Elliott Snelling and Secretary Martin Taylor; Southern Secretary Tom King and Chairman Michael Midgley. Dick Neild took the photograph.

Owner	Year	Car	Chassis	Age	Cond	Place
Rob Carthew	1951	Bentley Mark VI	B101LH	58	40	4
Richard Waterson	1987	Rolls-Royce Silver Spirit	H16930	22	38	14
William Giesbers	1995	Bentley Brooklands	H57483	14	40	16
Richard Hadfield	1930	Rolls-Royce 20/25 Sedan	GSR65	79	34	2
Dick Neild	1982	Rolls-Royce Silver Spirit	HO4435	27	36	12
Jim Sawers	1954	Bentley R-Type Continental	BC61C	55	33	6
Ray Scampton	1965	Rolls-Royce Silver Cloud III	SKP249	44	35	8
John Stewart	1952	Bentley R-Type	B408SR	57	37	5=
Roy Tilley	1972	Rolls-Royce Silver Shadow	SRH12991	37	24	13
George Urquhart	1933	Rolls-Royce 20/25 Limousine	GSY12	76	40	1
Bob Cleave	1993	Bentley Continental Drop-head	SCH30587	16	40	15
Bruce London	1976	Rolls-Royce Silver Shadow	SRH25728	33	35	10
Elliott Snelling	1972	Rolls-Royce Silver Shadow	SRH12321	37	30	11
Martin Taylor	1972	Rolls-Royce Silver Shadow	SRH13066	37	33	9
Berwick Taylor	1939	Bentley P/Ward Continental Saloon	B165MX	70	33	3
Merv Warner	1960	Rolls-Royce Silver Cloud II	SVB331	49	31	7
Glynn Williams	1952	Bentley Mark VI	B29NY	57	37	5=

After the judging, the National Executive held a short meeting under the trees, and then it was time to change into our Posh Frocks for dinner. For this we had only to survive the crossing of State Highway 1 and a short walk to the Four Fish Restaurant for drinks at 6:30, followed by an excellent buffet, for which the Club had provided wine.

The Awards were presented to general acclaim, and as well as the prizes for the Concours D'Condition, the Centennial Trophy was presented to George Urquhart in recognition of his enhancement of the Club's image through his refurbishment of GSY12; and the Ken White Trophy was awarded to Rob Carthew to recognise his innovative work in reviving the Club's membership secretaryship.

After another short night (Series of 1 Million) it was time for our 2009 Annual General Meeting. The Minutes for this are included with this magazine, but can not entirely convey the level of goodwill and wisdom which fairly oozes from the members attending this meeting. It was all over in eighteen minutes, after which the Northern members departed to the north, and the Central and Southern Region members carried on to complete the excellent Rally route devised by Merv Warner.

This led us towards National Park on State Highway 47, then SH4 and SH49A to travel south on the western side of the Volcanic Plateau. Our car made a coffee and fuel stop at Ohakune, which was not a good idea, and in an effort to make up time we didn't stop at the recommended Brown Sugar and Wasps Café in Taihape.

Merv's route took us off SH1 near Mangaweka, towards Feilding and through the charming small towns of Rangiwahia, Kimbolton, where we had an excellent late lunch at Hansens' Café, and Cheltenham to Ashurst and over the Pahiatua Track into the Wairarapa and some excellent small roads before we joined SH2 near Eketahuna.

The next day, Monday, we visited a well established olive grove near Martinborough before continuing to Wellington over the Rimutakas, which seemed quite benign on such a pleasant day.

The Annual General Meeting provides the main forum for our necessarily sparse national distribution of members to meet each other, participate in the running of the club, while comparing and contrasting our cars. That so many members attended, with their cars, is a good indication of the club's health. Do join us next year.

ATK

Six Pot in Top Gear Show, by George Urquhart



During the New Zealand segment of Jeremy Clarkson's and Richard Hammond's overseas presentation, this version of the BBC TV Series at Auckland ASB showground 12-15 February.

A phone call from Mike Lust, exhibition sales manager of the Top Gear Live, to Richard Hadfield for the inclusion of his 20/25 in the Best of Breed show proved negative, since the Hadfields would be in the South Island as part of the Rolls Royce Enthusiasts Club 25 Register tour from the United Kingdom. My 1933 20/25 GSY12 was suggested instead, and Mike telephoned for agreement and details. At that time I was engrossed in final arrangements for the RREC Orientation Tour around South East Auckland. This encompassed the Firth of Thames Pohutukawa Coast, with a Fish 'n' Chip lunch at Kaiaua, and a visit to Richard Langridge's superb PMC collection at Meadowbrook farm.

As the exhibition dates were nearly a month away I agreed without much thought. Of course I had no inkling of the minor damage to come, and the pressure that would entail to fulfil the obligation to have the car in the show.

Philip Eilenberg accompanied me in RR1933 to the Glenbrook Steam & Vintage Country Festival on Saturday 7th February. We were a part of the display from the Horseless Carriage Club.

At this tremendous gathering of horse-power, steam-power, and early internal combustion engine applications, a vintage Stearman biplane gave an aerial display above the trains and traction engines and other delightful collections from our pioneering past.

Returning to Auckland, and prior to

reaching the Waiuku-Drury main road, a stone from the wheel of a car travelling in the opposite direction hit our windscreen with an impact that showered Philip and myself with a hail of small glass particles from the inner lamination. The outer layer remained as one piece so we, though shaken, were able to resume our journey.

The previous evening an e-mail from Paul Bloomfield, communications consultant to the Best of Breed requested an urgent high resolution photograph and a paragraph of information for a press release. We had taken the opportunity at Glenbrook for a photo and

this shot, along with the car's accompanying condensed history is reproduced with this article.

With Wednesday morning being the day for delivery to hall number one at the ASB event centre, I calculated that there should just be enough time to have a glass cut and fitted. Sunday was fully occupied for me in removing the frame and damaged glass, and then obtaining solvent to help separate glass and frame.

Monday saw contact with Vero Insurance and the frame and glass deposited with an auto glass company. I offered to accept



Six Pot in Top Gear Show, by George Urquhart



the task of inserting the new glass to the frame to save time. The need for urgency to ensure the car was ready for the show was seemingly appreciated.

An e-mail to "Basis", at Renwick in Marlborough, had a new rubber surround on the way without delay. A visit there on the way home from the VCC Rally out of Invercargill in 2006 had resulted in my having on hand numbered samples to identify a replacement.

Plan "A" was abandoned, as in spite of many phone calls to the glass company, no progress had been made. Plan "B" called for RR1933 to go to the show hall on Wednesday and with John Stewart's help, we would install the windscreen on Thursday morning before the crowd arrived for an afternoon showing. This in turn became unachievable without glass.

Friday morning revealed that the new glass now at hand would not fit into the frame. Hard to believe as the glass people had the frame as well as the old glass! Another trip back to the glass company across Auckland through the traffic, with the glass on the back seat of my little Daewoo.

Vero had turned up the heat, and Saturday morning had me at Penrose at 8.00am to uplift a resized glass that was in the frame.

With the show open all day and evening, Saturday and Sunday, and finishing on Sunday night, the "Rolls" Best of Breed had to remain "Windscreen Free".

Many admirers thought the car had a very clear screen and very few spotted the reason!

With the prospect of driving home to Howick at night, perhaps in the rain and wind, I reinstalled the smoked glass sliding division,

theory being that the smaller driver's cabin space might reduce air swirl. This glass also had the effect of slightly obscuring the rear interior and so perhaps making an excuse for people's lack of observation.

The journey home proved uneventful, the drama having already occurred on the way in to collect RR1933. My daughter had volunteered to give me a ride into the show. As she came out of her Half Moon Bay driveway to come and pick me up, she was in collision with a car hurrying to catch the Waiheke Island vehicular ferry.

On Tuesday morning with John Stewart and my son Bruce we completed the installation. So, although very much behind schedule, the task was finalized.

Rolls Royce Model 20-25 1933 Chassis no GSY12, delivered to coach builders Freestone and Webb after Dynamometer Testing on 25 May 1933 at a discounted Chassis price £899/11/9.

Freestone and Webb limousine body style 1043 was selected by Mrs. Mary Annette Bryan at her London address of 3 Gloucester Square W2 at a quoted price of one thousand and fifty Pounds that included specified body trim and general equipment including foldaway theatre seats that gave a passenger number of seven.. Rear Axle ratio 11x 50 stated as suitable for town and touring use in the United Kingdom . This model would have been geared higher if the customer expected to travel Continental Europe.

As the side mounted spare wheel was to go on the offside (driver's) the specified front

spring loading was raised by 60 lbs. and on the rear by 7lbs. above that of the nearside (kerbside). Road spring loading also took into account that the folding luggage rack could carry up to 112 lbs. and a further 35lbs. for standard accessories above the weight of coachwork and passengers. In all these cars were extensively customised.

The Chassis Dynamometer Test sheet showed maximum torque in top gear (4th) to be 117 Ft. lbs. (159 KW) at 1,000 RPM. First and second gears at 2000RPM produced 226Ft lbs (306 KW). Stand-by Magneto (without automatic advance and retard) dropped torque to 97 Ft. lbs (132 KW) compared with the normal running Coil and Distributor at 99 Ft. lbs (134 KW) with both tests at 2750 RPM in top gear.

According to the "Autocar" of July 29th 1932 "It is now possible to run comfortably up to 35 mph in second gear and to 60 mph in third with over 70 mph in top". The 20 -25 series were produced from 1929 to 1936 and during the 3,800 chassis run, there was a policy of continuous improvement. Nearly 3,000 are known to still exist.

To my GSY12 I have fitted a reconditioned Laycock adapted overdrive and it's only in O/D that I cruise at 60mph.

Folkestone Kent was the Bryan home base and Mr. Chappell who had been with the Bryans for nearly fifty years took delivery of the Rolls when it was purchased and registered as AML 241 for the annual licence fee of £19/10/-For several years prior to the end of the Bryans' era with an auction at Saltwood House Rectory Lane Kent, the car and chauffeur with the housekeeper seated comfortably on the

Bedford Cloth rear seat, travelled only as far as the local village for shopping.

On 26th May 1966 Lot 450, the second day of the Auction the Dynasties extensive chattels listed the 1933 Rolls Royce Limousine 25.3 Horse Power, one owner, first registered October 1933, Mileage 91,200. The third owners brought GSY12 to New Zealand in 1971 but due to bereavement it went to Auction in Wellington in 1984.

It was the fourth owner who drove it in the Movie "The last Tattoo", shot in

Wellington, and released in 1994. It was depicted as our Governor General's car 1943 during WW 2 when 100,000 US Marines were shipped to New Zealand to defend our country against Japanese invasion and to prepare for the long and bitter Pacific campaign. The then new wonder drug Penicillin was highlighted.

The BBC filmed a series for a children's TV programme around Upper Hutt starring Bill Pertwee (Warden Hodges in the Wartime Home Guard of Walmington-On-Sea in *Dad's Army*) and GSY12 was the star's car.

This programme seems to have been shown only in the United Kingdom.

Since my ownership in 1999 most of our North Island has been traversed with family, with grand-children sitting three across the two theatre fold downs to allow extra luggage on the rear seat. The South Island was covered during the Rolls Royce Centenary Tour of 2004 and The Vintage Car Club International Rally out of Invercargill in 2006.

The Bentley Brooklands

Your reporter happened to be in the right place, Archibalds in Christchurch, just as past editor Anthony Dacre (pictured below at the helm) was being handed the keys to a Tungsten Grey Bentley Brooklands available for a short time before it was to be driven to a car show in Queenstown. The front passenger's seat is supremely comfortable, and after we tackled the mid-afternoon traffic to collect Anthony's son

Robert it was discovered that the rear seat is just as comfortable. Your reporter, having had a recent dent to his pride inflicted when chatting to the other three occupants of the S3, of which he was supposedly in charge, and failing to notice the 55 kph corner, had to scrabble around the corner in a most unseemly fashion in order to avoid the car in the other lane on this damp road, elected to sit quietly and not take the driver's seat of this 2 ½ tonne behemoth.

Behind Christchurch International Airport there is a network of quiet roads where a large number of black streaks indicate that it is not always as quiet as it was on this particular afternoon. Anthony and Robert are both very competent

drivers, and despite quite high speeds and the full use of the car's ability to transmit its 600 b.h.p. to the road, never was there a diminution of the feeling of wellbeing which a fine car exudes.

The Brooklands is probably the last car in the line that descends from the 6.75 litre V8 engine of 1959, and its twin turbochargers have helped boost the power by 300 percent in those 50 years. The power is still transmitted to the rear wheels only, rather than the four wheel drive employed by the "newer" generation of Bentleys, and it would be a privilege to be able to spend more time than was available in fossicking about its engine and chassis, in search of familiar features.

Such a car comes at a high price, although the "Works Demonstrator" mileage recorded would give a useful saving of \$75,000 over the new price of \$700,000. Just 500 Bentley Brooklands were to have been built, although with the global financial splurge of the last year or so production seems to have stopped at 250. We note that the supposedly very British Bentley Motors have had to announce a price rise, which has been caused by the fall of the £ against the €. While on that

subject, it was interesting to hear that Archibalds sold nine new Jaguars during the month of February, and eight of them have gone to men of A Certain Age, with no previous Jaguar ownership, who have decided to have fun instead of hoping for any return whatsoever on their investments.

Your reporter is grateful to Archibalds, Bruce McIlroy Ltd, and Anthony Dacre for this opportunity. Other Southern Region members have driven the Bentley Brooklands, and perhaps we will be able to publish their impressions in due course.

ATK



Dave Bowman by Glynn Williams and Jim Sawers



A young Richard Matthews at the wheel of Dave Bowman's 6½ litre Bentley KR2692 at Tupare, New Plymouth, approximately 1962. The late George Bognuda's 8-cylinder Brough Superior can also be seen. Glynn Williams provided the photograph.

The cover of Bulletin 08-5 had a super photo of the late Dave Bowman and his Bentley taken at Lake Pukaki in the late 60s. It is a six and a half litre, being two chassis numbers prior to the introduction of the Speed Six. Little is known of the history of this car prior to Dave Bowman's ownership. The Book, "All the Pre-War Bentleys As New" list it as chassis as KR2692 - Standard 12 foot 6 Inch Chassis with H J Mulliner Saloon Body. Engine number SB 2754. No ownership details are listed.

The Bowman family arrived in my home town of New Plymouth around 1964. Dave worked for Guardian Assurance and was on transfer from Christchurch. I was immediately drawn to them by the fact they had a newly restored Bentley. It was in fact a 1928 Four and a Half Chassis with a Three Litre motor. I think the current owner is Brian Wright. This car had been restored in Christchurch by Dave and Bob Beardsley. Dave had tired of being last at every rally with a veteran Cadillac and wanted a fast vintage car. The restoration was all but complete and the paint and trim were completed in New Plymouth. He had lots of fun with that car once the bugs were sorted.

On one of his trips to Auckland, Dave made contact with the then owner of the six and a half, Bernie McGinn. Over drinks Dave joked with the owner saying, "when are you going to let me have that Six and a Half? The reply came, "Yes, £1500". Dave stuttered and stammered with surprise, not bargaining, just lost for words. "£1200". "Yes" stammered Dave. To help finance the new car the 3 Litre was sold to Bob Beardsley.

Dave and George Bognuda flew to Auckland to get collect the new purchase. I can remember waiting in eager anticipation with Alan Thomas at the Bowman residence for the arrival on a Saturday evening. Message came through, "Not today, overheating at Huntly". With the car came spares which included a long wheel base chassis, now superbly restored by Lewis Townshend.

I can recall travelling in the car with Dave. Trips were taken with a bit of fear and trepidation as the engine was tired. We would peer anxiously at the oil level to see it had not risen which indicated water in the oil; it happened a couple of times. Fortunately for Dave, we knew a wonderful engineer, Max Ollson. Max appreciated fine machinery,

having restored two bikes, a Brough Superior and an Ariel Red Hunter. Whilst not a motor engineer by trade, he is one of those rare people who knows instinctively what is right and meticulously sets about sorting the problem.

The aluminium water jacket at the back of the block and in front of the triple eccentric drive to overhead cam had corroded through allowing water to get into the sump. Cambrian Engineering made a new casting and Max machined and fitted it better than new. It was quite a job as the triple eccentric drive had to be removed to gain access. Another problem was overheating and that was traced to timing. With the twin ignition it is important that both plugs fire together. After much head scratching it was noticed that the linkages for the mags were odd causing the two plugs per cylinder not to fire at the same time. When fixed the car ran much better and overheating was not a problem. 7 miles per gallon was always a problem though.

At that stage Dave had a young family and would not have been able to afford an engine rebuild the car needed. There was one amusing incident that wasn't at the time. He

corresponded with members of the Bentley Drivers Club in the UK. In one of his letters he mentioned he wouldn't mind a new set of brake drums. The reply came, "Wonderful news, Hoffmann & Mountford have the last set in the world. Knowing you wouldn't want to miss them, I have purchased them on your behalf and they are being shipped to you at only £300". Whilst this does not sound a lot now, it did equate to nearly half the price of a new Mini at the time. Neroli Bowman, Dave's lovely wife, was not pleased, telling us all that the children would not have new shoes or raincoats that winter and that they would all have to live on Weetbix.

I recall one day going to the Taranaki Car Club Gymkhana. At that time hot Minis and Lotus Cortinas were all the rage. Dave was a good driver and took the 6½ through the wobble wobble. His time was not far behind the others, despite the unsuitability of the Bentley. It certainly was the most spectacular in sight and sound - great clods of grass hurled for yards as the tyres chomped into the grass



as he pulled the steering wheel lock to lock, a truly memorable sight earning an ovation from the crowd.

Now back to the present. Whilst staying with Mel and Brad L'Huillier in Wanganui (not Whanganui) they asked if I would like to see Dave's old Six and a Half again. The Bentley has mercifully escaped being sold overseas and is still in New Zealand. The current owner of approximately 35 years is Brian Rankin in Palmerston North. Ably assisted and encouraged Mel and Brad L'Huillier, Brian is undertaking a major refurbishment. The engine is being rebuilt with parts purchased 30 years ago in anticipation.

On dismantling, half of a piston was in the sump, however the engine has little wear and the crankshaft is standard and in perfect condition. It is thought that it is one of those

cars that did quiet a mileage when it was new and little since. Last January at the Riley Rally in Feilding we put Brian Rankin in touch with member George Calder who is the New Zealand guru on vintage Bentley engines. With George's advice Brian has reground the valves in the approved manner and they are 100% perfect under pressure test. New pistons and bearings are being fitted.

Cosmetically, the chassis, rear axle, wheels, mudguards and petrol tank are being repainted. One alarming discovery during this work is that the body is located on the chassis by bolts but no nuts, now being rectified! We look forward to seeing this car back on the road. If anyone knows any history of this car prior to Dave Bowman's ownership, Brian Rankin would be pleased to hear about it. Glynn Williams

As the previous owner of my R Type Continental as well as numerous other Bentleys, Dave Bowman was particularly well known as one of the 'Bentley Boys' over many years. Being always of a happy disposition, he is remembered for the quite unique manner in which he at times was able to deal with situations which may have been a problem to others. The following anecdotes will I trust be of some interest to members.

Dave Bowman was renowned as an always cheerfully cheeky extrovert, who used to delight in striking up conversation with complete strangers wherever and whenever the opportunity presented. Often when in a cafe or bar he would deliberately leave his mates, to sit with a total stranger or two. Breezing up to them he would introduce himself and immediately engage them in conversation, which would more often than not lead to the establishment of some mutually interesting topic. From there it often happened that he was able to discover some mutual connection involving some friend of his or theirs, and within a few minutes had his acquaintances feeling as though they had known Dave for a lifetime. He loved demonstrating his social skills in this way, and his newly discovered friends always enjoyed the experience as much as Dave did.

Circa 1960 Dave restored a single cylinder Cadillac for the Cochrane family, so had the use of the car on the Mount Cook Rally. When travelling between Tekapo and Pukaki, the Cadillac was brought to a standstill on the side of the road by a puncture. Having left deliberately without a jack or any tools, Dave stood back looking suitably helpless, while other participants stopped to assist in changing the wheel, with the smiling Dave looking on. Once this was accomplished a highly amused Dave said his thanks and drove off.

During a 1960s Mount Cook Rally the participants spent a night at Pukaki, where they had an enjoyable social evening at the Pukaki School, during which a totally illegal raffle was conducted by Dave. When as the raffle was about to be drawn, the local

Dave Bowman by Glynn Williams and Jim Sawers

Policeman happened to breeze in on a random visit, there was a stunned silence while all present wondered frantically what would happen next. Never to be outdone by such circumstances, Dave announced to the gathering that the raffle would now be drawn under Police supervision, and thrust the container of ticket butts under the nose of the rather bewildered Policeman. Faced with no alternative, the smiling Policeman obliged by drawing the illegal raffle, but immediately having done so, left the premises at speed, while the ever chirpy Dave presented the prize to the winner.

Blessed with a delightful sense of humour, he was always a happy communicator with total strangers. On one occasion when attending a large VCC gathering he was engaged in conversation with a few people near his lovely 6.5 L Bentley tourer, when an elderly gentleman approached Dave to ask, "Is this your Bentley?" When Dave answered in the affirmative the elderly gentleman, with a very worried look said, "Do you realise that there is a lot of oil dripping out of the engine?" "Oh that is good." replied Dave, "That means there is still some left in it." Jim Sawers

Old Wounds Department

From Lord Cardigan
20 May 1953

To The Editor,
The VSCC *Bulletin*

Sir,

I am disturbed to find (your Spring Issue 1953) that you countenance the expression "Rolls-Bentley" to describe the pleasant but post-Vintage product of Messrs Bentley Motors (1931) Ltd. This is, on the face of it, illogical; for I am sure that you would not permit reference to a Morris-Riley, a Hillman-Talbot, a Daimler-Lanchester or any other such hybrid.

Further, if some such expression be thought essential to distinguish between the modern and the Vintage Bentley, would it not be more proper to use the term "Royce-Bentley", thus commemorating the great apostle of smooth and silent motoring?

Having taken your to task on this point perhaps I may make some reparation by recalling the occasion when I first drove one of the new Bentleys. My companion was Mr W.O. Bentley, then employed by the new firm whose share capital, as we know, was held *in toto* by Messrs Rolls-Royce Limited.

I enquired, among other things, as to the price of the new car; and Mr Bentley named a certain figure. I think it was around £2,000. The following conversation then took place:

Myself: "That's interesting, just £100 more than for the (25 h.p.) Rolls-Royce."

Bentley: "But of course."

Myself: "Why 'of course'?"

Bentley: "Don't you see? The extra £100 is *for the name*."

Since both Rolls-Royce and Bentley are names which our Club delights to honour, I hope that (after a lapse of some 22 years) I can tell this story, and you can print it, without raising any hard feelings on either side.

Yours faithfully,
Cardigan.



This is the driving seat of the 1930 Thrupp & Maberly Sports Saloon belonging to Philip and Carol Baron. A very early 20/25, chassis GDP36, it was found to have many parts from the 20 h.p. Parts Bin when the time came for work on its clutch and gearbox. Your editor would prefer to see peaceful coexistence prevail between the contemporary 20/25 Rolls-Royces and 3½ litre Bentleys, with each car standing on its own considerable merits..

The Real Cost of a Sports Car

(This gem came from the scrap-book of a late friend, who had gathered items of motoring interest right through her life. The articles around it date from 1955 or so, but the original source is unknown.)

	£	s.	d.
May 1 – 8 Expenses for old car while shopping in used car lots	1	13	0
May 8 Flowers for wife to introduce subject of bargain MG TC just found		15	6
May 8 Evening at O'Brien's Bar after argument		14	0
May 9 Dinner for wife to lure her to car lot to see TC	5	8	6
May 10 New hairdo for wife after demonstration ride		13	0
May 10 Bought TC	625	0	0
May 11 Bought scarf for wife so hair wouldn't blow		15	6
May 12 After dramatic scene, traded scarf on special fibreglass hardtop	55	0	0
May 13 Friend who claimed to be expert demonstrated speed shifting. New third gear, etc	35	0	0
May 14 Wife bought sweater to match car	5	5	0
May 18 Raced with TD on way to work. Booked for speeding	6	0	0
May 19 Wife bought slacks to go with sweater of May 14	8	15	0
May 20 Had car modified to TD Mk II specs. Raced TD on way to work			
Speeding fine plus further engine modifications	109	10	0
May 21 Neighbour's five year old son drew crayon picture on upholstery.			
Leather cleaner		12	6
May 22 Settled out of court for clobbering neighbour's son	25	0	0
May 24 Wife bought shoes to go with slacks which went with sweater that matched car	7	12	0
Expert friend showed me how to adjust carburettors. Replace four burned pistons	31	18	0
May 25 Evening at O'Brien's after argument resulting from returning handbag			
Wife had bought to go with shoes which went with slacks, etc		14	0
May 26 Raced with TF1500 on way to work. Booked for speeding	10	0	0
Had car modified to TF1500 specs	96	0	0
May 30 Added up all figures listed above. Told wife she would have to economise			
Evening at O'Brien's		14	0
June 15 Expert friend demonstrated proper cornering technique. Repair right front mudguard	15	0	0
June 19 Party to placate expert friend and wife after heated discussion.			
Gin, vermouth, beer etc.	9	12	0
July 1 Taught wife to drive TC. New clutch	18	0	0
July 12 Gave wife second lesson. Evening at O'Brien's		14	0
August 1 Wife raced with Austin-Healey. Booked for speeding	6	0	0
August 2 TC expenses while shopping in car lots for Austin-Healey	2	3	0
August 9 Bought Austin-Healey, used, good condition	1,250	0	0

Article in Response to Martin Purdy's by Winsbury White

I was intrigued to read the article in the January issue of our club magazine written by Martin Purdy on daft emission statistics.

He compares a Silver Shadow and a Datsun Sirion and concludes the Shadow is better for the planet because it emits less carbon dioxide over time. I agree.

I don't have too much truck with the expression 'carbon footprints.' I think it is a trendy and inaccurate term. Sure we all should be conserving our world. I think though that there is a place in our social intercourse to consider homo sapiens as a carbon dioxide producer rather than just the technology he has created and embraced. A logical extension of Martin's argument then is that responsibility for controlling carbon dioxide emissions belongs to us, not as it were the vehicles and other possessions we own. As in many aspects of Western civilization, too many people jump to conclusions without good information.

So let's look at people, and RR owners specifically. I think it is safe to say that most RR owners should be awarded a triple star for having a lifelong ethic of buying good quality possessions that will last a long time and while the initial cost of producing a large complicated car, large house, quality furnishings etc, may be high, over time the cost to the planet would be markedly low

So, if you are ever cornered by a walker, cyclist or Datsun Sirion owner, who openly says or implies that you have no regard for our world, when he sees a large V8 or V12 hunkered down there under the bonnet, be re-assured and relieved perhaps that you don't belong to the mainstream societies who embrace rampant consumerism as their main goal in life.



This image of the Bentley Brooklands engine is printed without comment



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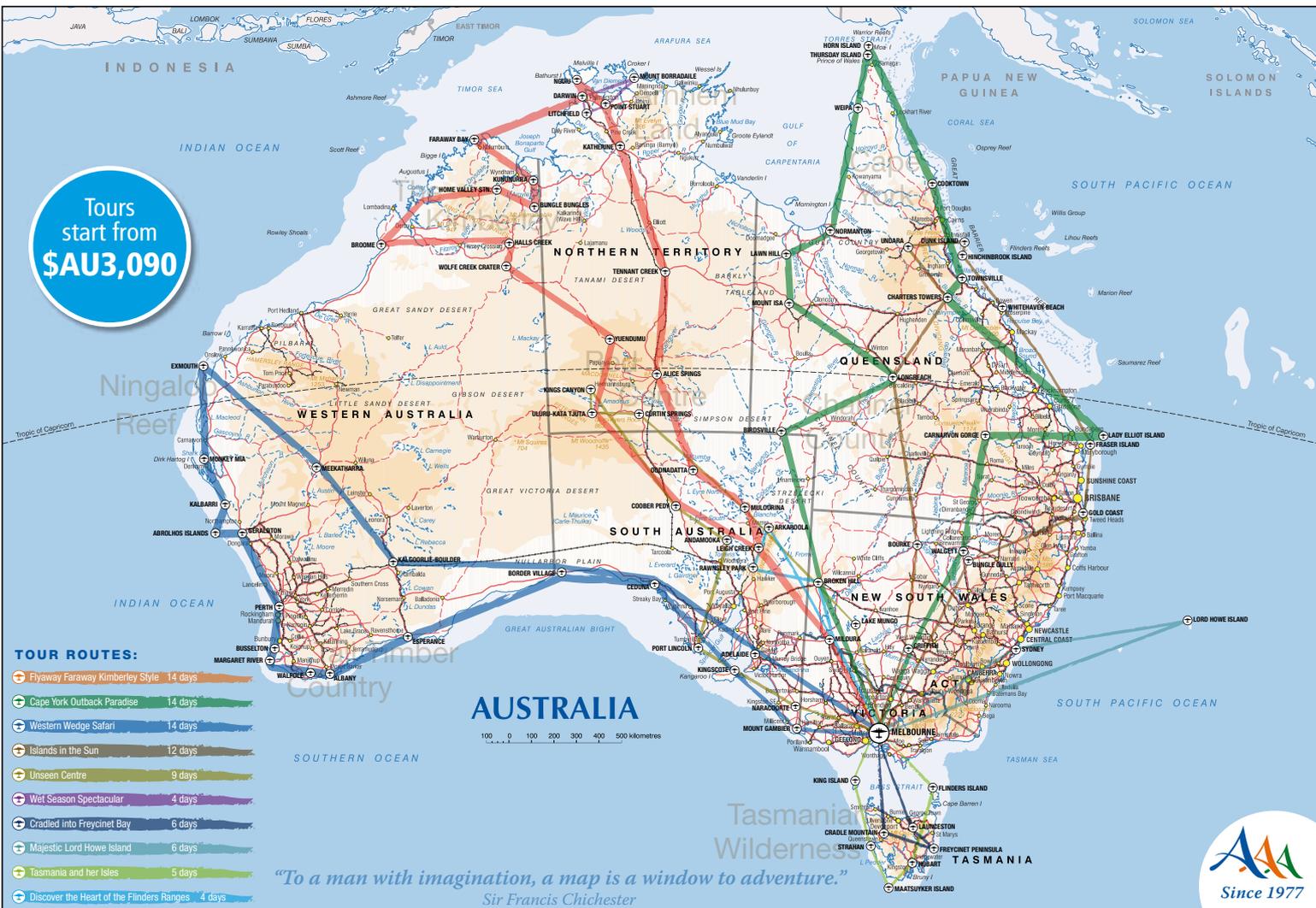
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