

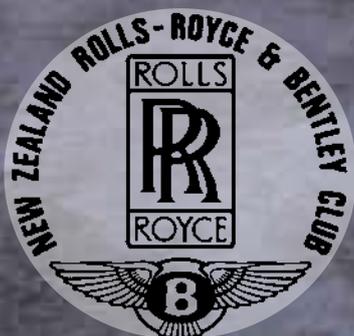
# New Zealand Rolls-Royce & Bentley Club Inc

Issue 09-4, 2009



## *IN THIS ISSUE*

<i>Bentley at 90</i>	<i>Page 3</i>
<i>News</i>	<i>Page 4</i>
<i>Sir Henry Royce Foundation</i>	
<i>Announcement</i>	<i>Page 6</i>
<i>Company News</i>	<i>Page 7</i>
<i>Letters to the Editor</i>	<i>Page 9</i>
<i>Regional &amp; 6-Pot Reports</i>	<i>Page 10</i>
<i>Repairing Calorstats</i>	<i>Page 14</i>
<i>Bentley S Series</i>	<i>Page 15</i>
<i>Obituary</i>	<i>Page 21</i>
<i>Biggles and Derby</i>	<i>Page 23</i>





## THE NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC)

*The Bentley badge and Bentley name are registered trademarks of Bentley Motors Limited.  
The Rolls-Royce badge and Rolls-Royce name are registered trademarks of Rolls-Royce plc.*



### NATIONAL EXECUTIVE:

**NATIONAL CHAIRMAN:** Richard Hadfield  
242 Sunnyside Road, R.D.3 Albany 0793.

Phone: 09 448-2248

Email: [oldie@ihug.co.nz](mailto:oldie@ihug.co.nz)

**NATIONAL SECRETARY:** Philip Eilenberg

3B 21 George Street, Parnell, Auckland  
Phone: 09 374-5901 or Mobile 021 928-041

Email: [peilenbergnz@gmail.com](mailto:peilenbergnz@gmail.com)

**NATIONAL TREASURER:** Naomi Neill

P O Box 616, Gisborne

Phone: 06 869-0106

Email: [diknomi@xtra.co.nz](mailto:diknomi@xtra.co.nz)

**MEMBERSHIP REGISTRAR:** Rob Carthew

85A Wharewaka Road, Taupo

Phone: 07 377-4117

Email: [watcher@pl.net](mailto:watcher@pl.net)

**TECHNICAL LIAISON OFFICER** Post WW2: Roy Tilley

204a Waiwhetu Road, Lower Hutt

Phone: 04 566-0850

Fax: 04 586-2937

Email: [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)

**TECHNICAL LIAISON OFFICER** Pre-WW2: Eddie Riddle

27 Edith Street, Fairfield, Dunedin

Phone 03 488-1121

Email: [edjoyr@xtra.co.nz](mailto:edjoyr@xtra.co.nz)

**MAGAZINE EDITOR:** Tom King

191 Sparks Road, Christchurch 8025.

Phone: 03 339-8309.

Email: [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz)

**IMMEDIATE PAST CHAIRMAN:** Rod Newport

2 Wynsfield Garden, St Heliers, Auckland 1071

Phone: 09 528-8827 or Mobile 0274 887-117

Email: [newportdesign@xtra.co.nz](mailto:newportdesign@xtra.co.nz)

**NATIONAL EVENTS C-ORDINATOR**

Michael Midgley

689 Rotherham Rd Sth, Culverden, Nth Canterbury 7391

Phone: 03 315-6445

Email: [midgleym@xtra.co.nz](mailto:midgleym@xtra.co.nz)

### NORTHERN REGION

**CHAIRMAN:** Rod Newport

2 Wynsfield Garden, St Heliers, Auckland 1071

Phone: 09 528-8827 or Mobile 0274 887-117

Email: [newportdesign@xtra.co.nz](mailto:newportdesign@xtra.co.nz)

**SECRETARY:** Philip Eilenberg

3B 21 George Street, Parnell, Auckland

Phone: 09 374-5901 or Mobile 021 928-041

Email: [peilenbergnz@gmail.com](mailto:peilenbergnz@gmail.com)

### CENTRAL REGION

**CHAIRMAN:** Elliott Snelling

52 Raumati Road, Raumati Beach, Wellington

Phone: 04 902-1899

Email: [snelling@paradise.net.nz](mailto:snelling@paradise.net.nz)

**SECRETARY:** Martin Taylor

24 Rangiora Avenue, Kaiwharawhara, Wellington

Phone: 04 470-7666

Email: [Porsche@globe.net.nz](mailto:Porsche@globe.net.nz)

### SOUTHERN REGION

**CHAIRMAN:** Michael Midgley

689 Rotherham Rd Sth, Culverden, Nth Canterbury 7391

Phone: 03 315-6445

Email: [midgleym@xtra.co.nz](mailto:midgleym@xtra.co.nz)

**SECRETARY:** Tom King

191 Sparks Road, Christchurch 8025, New Zealand.

Phone: 03 339-8309.

### CLOSING DATE FOR NEXT MAGAZINE

**Deadline for receipt of all material Issue 09-5 22 Sept**

### Front Cover:

*A new arrival to our Southern Region, this fine 1937 Bentley Park Ward Saloon B175KU has been acquired by Ramon Farmer, and is seen ready to depart from The Hermitage on 6 July.*

## 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](mailto:watcher@pl.net)

or  
[www.nzrrbc.co.nz](http://www.nzrrbc.co.nz),

then **APPLICATION FORM**

## Club Shop

### BOOKS

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

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

### NZRR&BC CAR BADGES

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

**Send your order with cheque made out to "New Zealand Rolls-Royce & Bentley Club" to: Roy Tilley, Technical Liaison Officer 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](mailto:rmt@xtra.co.nz)

### ADVERTISING – pages 24 to 28

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](mailto: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.

## Club Calendar 2009-4

### Northern Region

- **Day Tour – Pukemiro Bush Tramway – Sunday 4 October** – either meet at Bellagio's Café, Plunket Ave., Manukau for a 9.30am start or direct at the Tramway at 10.30am.

- **Labour Weekend Tour – Saturday to Monday 24-26 October.** Proposed Cambridge Tour.

- **Waiuku Flying 50 Day** (organised by Lotus Cars)– **Saturday 24 October** for those not going on the Cambridge tour.

- **Parnell Festival of Roses at Rose Gardens Display** (Auckland City Event) – **Sunday 1 November.** Max. of 2-3 cars required.

- **Northern AGM – Sunday 15 November** at 11.00am with Brunch at 11.30am. Tea & Coffee from 10:30.

### Central Region

**Saturday 15 August A NIGHT AT THE THEATRE** The Wellington Gilbert & Sullivan Society is producing Gilbert & Sullivan's *THE YEOMEN OF THE GUARD*. A performance will be held in the Opera House, Wellington, on Saturday 15 August. 7.30 pm.. Please contact Roy or Lesley on (04) 566-0850 or [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz) immediately to advise your seat requirements, and send a cheque payable to the NZRR&BC Central Region, for \$60 per seat with the form below, to Roy Tilley, 204a Waiwhetu Road, Lower Hutt, to arrive before July 31.

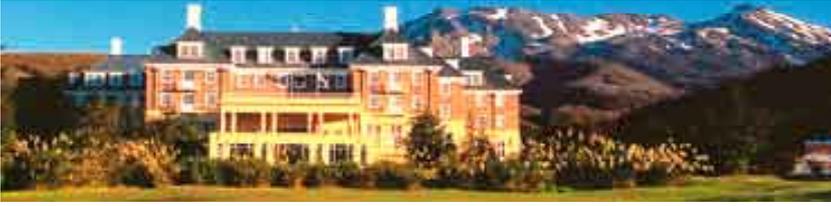
**Sunday 23 August ECONOMY RUN** The event starts at the new McDonald's car park in Porirua at 9.45am We are invited by the Daimler Enthusiasts' Club of Wellington to take part in the economy run that they are holding in conjunction with the Constructors' Car Club on Sunday August 23. Now I know that 'economy' and Daimler (and Rolls-Royce too) don't really go too well together, so let's just look at this as a chance to find out what your wagon does to the gallon/litre/tankful or whatever. Please confirm your attendance to Roy Tilley, 04.566.0850 or [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz) by the previous weekend, Saturday August 15. We have managed to arrange to have cars weighed at the Police Weigh Station, just north of Plimmerton; cost is about \$2 a head (to pay for a shout for the cops as they can't accept 'gifts' but can still eat).

### Southern Region

**Other Coming Events** will be noted in the Southern Region Newsletter, and we have a **Garage Raid** including a visit to Auto Restorations and our local AGM on 22 August; a **McKenzie Country and Otago Weekend** from 13 to 15 November; as well as a more ambitious **Event to Fiordland** with our Club members in the Far South.

## A FUN FILLED GASTRONOMIC EVENT

THE 2010 NATIONAL MEETING 19 to 21 MARCH



- ✓ Enjoy fun filled driving to and around **Tongariro National Park** and maybe do a bit of tyre kicking!
- ✓ Visit the **National Army Museum** filled with the exploits and memories of our finest.
- ✓ Sample fine wines from **River Vineyard**: Pinot Noir, Pinot Gris, and Rose
- ✓ Relax and enjoy the luxuries of the **Chateau Tongariro**.
- ✓ Enjoy the wide range of wonderful food and beverages available in this area, from Fine Dining to Buffet Lunches and Breakfasts and more!

**Please mark your calendars for this event.**

For the convenience of those members who are unable to take the Friday off please join the group on Saturday.

More information will be forthcoming or please contact the Northern Region Committee.

### The Bentley Turns 90



Ninety years ago the first experimental Bentley was being built in cramped quarters, upstairs in a mews just off Baker St in London. It was first registered on 11 December 1919, and a Road Test of this car appeared in *The Autocar* of 24 January 1920.

*The image to the left was photographed at Brooklands in 1924, and shows an early car (chassis number unknown) being driven by Dr J.D. Benjafield.*

The images are part of the LAT Photographic Archive, which may be found by “googling” “Austin Harris” and then following the signposts to the archive of *The Autocar*, *Motor Sport* and *Motor* magazine photographs, where you will find high quality images of your favourite marques.

*The other image on this page, again from the LAT Archive, is of W.O. Bentley's 8-Litre H.J. Mulliner saloon, chassis YF5002. This car is now owned by Bentley Motors, and has just been given a sympathetic restoration which is reported in Bentley Magazine Issue 30, Summer 2009.*



## Mainland Comment

Our relationships with our sister clubs overseas are invaluable; closest is with the Rolls-Royce Owners' Club of Australia, and, through it, with the Sir Henry Royce Foundation. Our member David Neely is on the SHRF Council, and has sent details of an important development for the Foundation, for inclusion in this magazine. The British based Rolls-Royce Enthusiasts' Club are kind enough to reciprocate with their superb magazine, and we receive an electronic PDF version of *The Flying Lady*, the sublime bi-monthly magazine of the Rolls-Royce Owners' Club of America. If any readers want to be added to the distribution list of *The Flying Lady*, please let me know. I can always scan the Rolls-Royce Owners' Club of Australia's *Præclarvm* and send the image through e-mail. Through the kindness of friends we have available the late Mr Phillip Caudwell's collection of the Rolls Royce Enthusiasts' Club *Bulletin* from Issue 43 of July 1967, when Mr Caudwell purchased his 20/25 saloon in England, until he died in the early 1990s. Our past National Chairman, Dr Henry Green, has kindly donated his *Bulletin* collection to the editorial archive, so we have an almost complete run going back over forty years. Again, scanning is possible, and the RREC occasionally provides an index of articles; cars by chassis and registration numbers; and photographs, so that searching the archive does not take quite as long as it otherwise would. However, to someone keen on being sidetracked, even the index can lead to even more Useless Information Which We Need to Know.

The technical information available through the various clubs is a great comfort; Bill Coburn of Australian Capital Territories writes his Tee One Topics for publication in *Præclarvm* and they

are accessible though the web site [www.rroc.org.au](http://www.rroc.org.au). We have recently had an enquiry from an English RREC member, Graham Robinson, about the Calorstat, and were able to send him Eddie Riddle's authoritative article on the subject. It appears on Page 17 of this issue. Graham has commented "In your helping out with the article on the calorstat the following idea has sprung to mind. Why don't all the major Rolls-Royce and Bentley clubs around the world get together and set up a Rolls-Royce/Bentley technical information website that all members of whatever club could access via some sort of login? The website could hold a reference library that all the clubs would be welcome to contribute to, e.g. the Calorstat article. Your own website makes reference to the availability of technical information and includes a link to the website of the Rolls-Royce Owners Club of Australia who also have information on their own website. Thanks to the internet it doesn't matter where you are in the world; the information could be easily accessed.

"A few things would need to be resolved in order to get such a site up and running. Such as who would run it, how would it be paid for, etc, etc? All the usual problems!! However it might be worth checking the idea out."

We are fortunate to have Friends of the Club, henceforth known as F.O.C., who provide us with support and wisdom. We all know who they are, and here's to 'em!

The editorial lap-top lasted for six years or so, and has now been supplemented by a new personal computer, so with 09-4 we are up and limping with the new system.

## News



(Above) One of our Northern Region members in Western Australia is enjoying the Air Adventures Australia experience, with the aeroplane and crew standing by.

Our Honorary Members Ivor and Doreen Aspinall have recently moved from their native Yorkshire to be with their son and his family in Te Kuiti. Ivor is one of the world's great 20/25 experts, and will be very welcome at our events. This seems as good an excuse as we will have to print this photograph of a New Zealand registered 20 h.p. saloon GF41



by H.F. Cooper, taken by John King at The Hermitage during the 1965 Vintage Car Club of New Zealand (Inc) International Rally. This car is now in the care of our Geoff Beetham in Auckland.

F.O.C. Angela and David Edgington spend summers in England, and send tantalising reports and photographs. Angela's photograph of H.M. The Queen with the State Bentley at Sir Edmund Hillary's Memorial Service appeared in our 08-3, and here on the next page is a photograph of the Avro Lancaster from the Biggin Hill Airshow on 28 June. We can just about hear the four Rolls-Royce Merlin engines.



**George Urquhart and 20/25 GSY12** have been busy recently. George reports, "I finally relined the front brakes on the 20/25 Rolls-Royce after coping with sub-standard braking for years. The reason for the deficiency was oil soaked linings resulting from seepage originating at the central lubrication system. Jim Plummer, who brought the car to NZ in 1971, had replaced the steering king-pins but failed to install a small gasket properly. Finding the source of the oil leak was quite complex, as there were many potential suspects amongst brass pipes and connectors. Prior to travelling to Taupo and Napier to catch up with the contingent of 25 Register UK and Aussie cars that we had farewelled a few days earlier I had almost certainly cured the leak, but did not wish to go to the expense of new materials that could in turn be degraded if my efforts had been unsuccessful.

"Another trip to Hawke Bay at Easter to participate in the Vintage car Club of New Zealand's North Island rally, accompanied by Philip and Norma Eilenberg. The base for this rally at the Hastings racecourse was enhanced by a wonderful working display of steam traction engines and other examples of restored agricultural equipment. In the evening two WW2 search lights powered by their diesel generators beamed eerily through the steam. The rally took us to a majestic sheep station, the homestead of which in the 1890s was also surrounded by its own blacksmith, stables, glasshouse, chapel, school, bakery, and all the facilities this once isolated community required.

"More recently our Six Pot Group (six-cylinder Rolls-Royces and Bentleys) decided to test our cars against each others' similar models with similar engines and chassis but different bodies, and have the opportunity to drive each others' cars. With my known limited braking, I for one and, it turned out, my colleagues too, were apprehensive, so we found an off-road venue. A Club member, although not a resident, owns a farming complex with an air strip that he allows microlites and modellers to use. A picnic run to Wellsford was mounted and we became geriatric boy racers. When driving others' cars, we proceeded gracefully, but took up the challenge when behind our own steering wheels...a great day out! The no small task of getting to the brake shoes revealed

– no oil! Hallelujah! The way forward was clear.

"In April the Eilenbergs accompanied Marion (my next-door neighbour and navigator) and me to the Auckland Veteran and Vintage Car Club Posh Picnic, which after a short rally turned out to be at Karaka. It was a lot of fun, with members turned out in period costume, some with furs, and sitting down to a picnic lunch on starched tablecloths with bone china, silver, and what have you.



*Another photograph by John King, this time of 1920 Barker-bodied Ghost 15CW, belonging to David Jones of Melbourne, at The Hermitage during the 1965 International Rally of the Vintage Car Club of New Zealand (Inc)*

"On 24 May, MOTAT (Museum of Transport and Technology) was the starting point after morning tea for the annual Horseless carriage Winter Wander. Not owning a pre-1919 vehicle I am a non-competitor, but one of a number of active supporters. Close to the Whenuapai air base there is a purpose-built home for a private collection of military vehicles and equipment. A rally route took us there, and then on to a nearby restaurant for lunch, at which the two main club trophies were awarded. This Horseless Carriage club has a great spirit, and it is a lot of fun to be part of it."



# News Release

## The Sir Henry Royce Foundation, Australia

### Announcement About the Home of The Sir Henry Royce Foundation, Australia



With the acquisition of historic Studley Park House, "the future of the Foundation is only limited by enthusiasm and imagination". This was the message conveyed by David Vann, Chairman of Trustees, to a group of members of the Rolls-Royce Owners' Club of Australia on 11 July 2009 at the first of a planned series of inspections and the launch of a fund raising campaign.



In 2008 the Moran family purchased Studley Park House and RROCA member Peter Moran has most generously made it available to the Foundation with an initial 20 years lease for a peppercorn rent.



Studley Park House is situated at Narellan, an hour's drive south west of Sydney, and its history goes back to the early years of the colony of New South Wales following European settlement. The original land grant by Governor Lachlan Macquarie was made in 1810. Construction of this grand Victorian mansion commenced in 1889 and it stands in the present day grounds of Camden Golf Club.



The Sir Henry Royce Foundation is a public benevolent charitable trust, which was established on the initiative of RROCA members in April 1996. The Trustees are responsible for the Foundation's Collection, which is now valued at much more than one and a half million dollars.



The Foundation has tax exempt and gift tax deductible status from the Australian Taxation Office and is a legal entity, which must stand-alone. Accordingly, the Trustees have formed a company, SHRF Management Pty Ltd, to carry out the business affairs of the Foundation from now on, including the development and management of Studley Park House. This ushers in an exciting new era of collaboration between the Foundation and Rolls-Royce and Bentley enthusiasts in Australia and elsewhere because the board of SHRF Management will comprise two Foundation Trustees, Peter Moran as representative of the Moran family, the Federal President of the RROCA, the Chairman of the Foundation's Advisory Committee, the Chairman of the 20-Ghost Club Australian Chapter, a nominee of the Bentley Drivers Club and as a non-voting Director, a representative of the Silver Ghost Association in Australia.



David Vann is delighted to announce that following the initial inspection on 11 July 2009 a donation of \$5,000 towards the restoration of Studley Park House was received. The next inspection is scheduled for 26 July 2009.

Contact: David Neely [P: +61 2 9747 2973; E: dneely@comcen.com.au] for further information on the history of Studley Park and for high resolution photographs. Issued 14 July 2009.

Patron: David Jones AO OBE KSJ.

Trustees: David Vann OAM, Chairman; Malcolm Johns; David Neely; David Davis.  
Trustee Emeritus: James Kelso OAM. Honorary Archivist: Gilbert Ralph MBE OAM.



(Crewe, 15 July 2009) The Bentley Continental Supersports, the fastest and most powerful car in the company's 90-year history, received the ultimate examination of its supercar handling and performance credentials when Le Mans racing legend and honorary 'Bentley Boy' Derek Bell spent the weekend driving the 621bhp Bentley at pace during the Goodwood Festival of Speed.

The muscular two-seater, which delivers a 0-60mph sprint time of just 3.7 seconds and a maximum top speed of 204mph, produced a series of searing runs up the Goodwood Hill with Bell regularly pushing the car well-over the 100mph mark on a highly challenging course renowned for its narrow road and succession of tight corners and bends.

Designed and built at Bentley's Crewe headquarters, the Continental Supersports combines extreme performance with the pioneering use of FlexFuel technology in the luxury sector. The 6-litre W12 twin-turbocharged engine is capable of running on either petrol, E85 biofuel or any combination of these fuel sources.

### RARE GLIMPSE INSIDE BENTLEY AND ROLLS-ROYCE

Owners, enthusiasts and traders invited to Bentley Motors (26-27 September) for unique parts and accessories sales fair  
One of the motor industry's hidden treasure troves will be opened for the first time in September when Bentley Motors holds a one-off parts and accessories sales fair.

The famous Crewe-based manufacturer will be offering professional traders and owners of both Bentley and Crewe-built Rolls-Royce cars, as well as enthusiasts of these iconic British marques, the opportunity to purchase anything from a V8 engine block or replacement gearbox right through to an indicator bulb or pristine, beautifully illustrated 1950s handbook.

Bentley Motors holds over 55,000 part lines for all Bentley models (1955 onwards) as well as Rolls-Royce cars built in Crewe (1955-2002) at its state-of-the-art 143,000 square foot warehouse on the outskirts of the Cheshire town. This equates to an astonishing 7 million items - all stored and catalogued on the company's database.

The September sales fair will enable Bentley to create additional space for parts and accessories for upcoming cars like the Continental Supersports and the much anticipated all-new Bentley which is due to make its debut in California this August.

"Even Bentley employees describe our parts and accessories operation as a 'goldmine' and are slightly overawed by the sheer number and variety of parts and accessories we can supply", comments Steve O'Hara Director of Aftersales at Bentley Motors.

"However with so many Bentley and Rolls-Royce cars enjoying far longer lives than a typical vehicle and owners seeking to keep them in the best possible condition, we need to be able to support these customers and many more generations of owners. We take real pride in being able to provide anything from a humble speedometer cable through to replacement body panels anywhere in the world.

This event will be a real one-off. It is very rare for us to be able to open the doors like this so we hope that Bentley and Rolls-Royce aficionados will make the most of the opportunity."

Over the weekend a range of Bentley's factory trained experts will be on-site to provide visitors with advice on identifying and sourcing the correct parts for their car. All the items will be clearly catalogued and displayed by model type with a range of systems available to source the perfect part.

Unlike a typical 'autojumble', all the parts available will be original and unused, backed with a manufacturer warranty and many provided in branded packaging. Bentley's official logistics partner will also attend the weekend to support any customers needing parts to be shipped.

Richard Lawrie, Heritage Parts Manager at Bentley Motors, comments:

"We will be providing a large marquee to display the parts and hope that the selection will meet the requirements of specialist companies who restore and service these remarkable cars as well as the owner enthusiast seeking a rare item and the opportunity to buy directly from the warehouse."

Anyone wishing to attend this unique Bentley parts and accessories can register their interest by contacting the team at [heritage.event@bentley.co.uk](mailto:heritage.event@bentley.co.uk) by 21 August 2009.



From *Auto Express* 18 May

Travellers at the ferry port in Calais were treated to quite a spectacle this week! The Rolls-Royce Ghost has been spotted waiting patiently in line, but without camouflage and in production-ready trim for the first time. Looking almost identical to the 200EX concept shown at Geneva, the only clear differences are new alloys, the headlight assembly and small interior trim changes.

Despite being a 5.4 metre long super saloon, it has gained the nickname 'Baby Rolls' thanks to the striking resemblance to its larger sibling, the Phantom. The two cars share the same styling cues, with colossal, stately grilles and long overhangs. But underneath the Ghost has more in common with BMW's new 7-Series – the car with which it shares its platform.

Despite going on sale as early as the end of the year, only a



handful of details have been confirmed. Under the bonnet is an all-new BMW-developed 6.6-litre, turbocharged V12, producing upwards of 500bhp and hooked up to an eight-speed ZF automatic gearbox. The Ghost will also keep the suicide door layout made famous by the Phantom. Expect prices to start from around £180,000, but we'll know more following the car's launching at the Frankfurt Motor Show in September.



## 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](mailto:secretary@act.rroc.org.au)  
 New South Wales [nsw@rroc.org.au](mailto:nsw@rroc.org.au) and <http://nsw.rroc.org.au>  
 Queensland [gld@rroc.org.au](mailto:gld@rroc.org.au)  
 South Australia [sa@rroc.org.au](mailto:sa@rroc.org.au)  
 Victoria [vic@rroc.org.au](mailto:vic@rroc.org.au)

Western Australia [secretary@wa.rroc.org.au](mailto:secretary@wa.rroc.org.au)

Some of their events planned for 2009 are as follows:

**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>

## Letters to the Editor

Sir,

I would like to thank George Urquhart and John Stewart on their foresight a couple of years ago and the National Executive for their continuing support of the Six-Pot Group of the club. In July 2009 we have our 10<sup>th</sup> get-together; all but two of the events have been an exchange of technical information on the six-cylinder cars.

Following the club's objectives under its constitution and similar groups formed within our overseas sister clubs (RREC UK, RROC USA and RROC Australia), the Six-Pot Group was formed by a small number of members who owned six-cylinder cars with the objective of exchanging technical information and practical experience with the occasional run designed to suit the speed, performance and endurance of the cars (and their drivers!). The group's activities involve very minimal resources, such as organisation and administration from the group, and no administration or funds from the club. The group co-ordinates its activities with the club so there is no clash of dates.

The group welcomes any members who are interested in the six-cylinder cars; they do not have to own one. An email or phone call to me, George or John is all that is required.

Yours Sincerely,  
Philip Eilenberg  
Six-Pot Enthusiast &  
National Secretary



8 Park Lane,  
Greenmeadows,  
Napier 4112,  
24/7/09.

The Editor  
R-R and B Club Magazine,  
TWO CLUBS

Dear Sir,

On two separate occasions during the last twelve months I have entertained a visiting Bentley owner from overseas, one from England and one from Australia. Both have expressed amazement, that in our small country with such a small number of Rolls-Royce and Bentley owners, we have two Clubs working side by side providing the same services and activities, in addition to sometimes actually participating together in the same activities. With both Clubs sharing the same region together with 12 dual memberships, and both Clubs working for a common purpose, the question is, why the different identities? Little wonder that both my guests viewed this situation as ridiculous.

As members of either Club it is our responsibility to deal with this issue. The time has come for those members of either Club who really know and understand how this split occurred, and why, to begin negotiations right now towards achieving unity, instead of the rest of us sitting back accepting and even perpetuating the current situation, which is as unfortunate as it is unacceptable.

Let us have some forthright opinions from other members of either Club on this most important topic, and let us be assured that all such letters on this subject will be as of right published in both Club Magazines, for all to see and hopefully understand. By giving this subject some air, surely we can introduce sufficient daylight to enable both parties together to find the solution we all need.

Having lived in many different places in New Zealand, including 33 years spent in Timaru and the last 24 years in Hawkes Bay, I do understand and appreciate how different attitudes can and do develop in different regions. Nevertheless the idea of two Clubs is absurd. Or would we really prefer the rest of the Rolls-Royce and Bentley 'world' to continue to judge the existing situation as ridiculous?

I forwarded a copy of this letter to the Editor of The Rolls-Royce and Bentley Touring Club Magazine on Sunday 19 July, but before accepting the letter the Editor has been obliged to refer it to a Special Committee Meeting scheduled for Wednesday 29 July.

Yours Sincerely,  
Jim Sawers.

## Membership Changes

### Change of Address:

Ivor & Doreen Aspinall  
13 Taruna Place, Te Kuiti. 3910.  
Ph 07-8788699.  
[bj.aspinall@clear.net.nz](mailto:bj.aspinall@clear.net.nz)

*(Above) Another image of W.O. Bentley's 8-litre Mulliner Saloon, Chassis YF 5002, photographed in the mid-'70s by Glynn Williams.*

*(Right) Another photograph by John King, this time of George Huddleston's 1912 Ghost at Kingston during the 1965 International Rally of the Vintage Car Club of New Zealand (Inc)*



# Joint Rolls-Royce & Bentley Touring Club (Inc) and Southern Region Mount Cook Run, by F.O.C. Andrew Henderson

## Rolls Royce and Bentley Annual Mount Cook Run.

4<sup>th</sup> - 6<sup>th</sup> July 2009.

### *“Unchained Melody” \**

Your guest reporter has been on a number of car club rallies in the past two to three years but this promised to be the best so far.

We gathered on a clear dry morning in Ashburton and it quickly became apparent that the dominant topic of concern and conversation was CHAINS. Do we need to take them – Yes, but will they fit – hope so.

The convoy set off about 10.30 and headed via Orari Bridge to Geraldine for a coffee stop then on again heading for Tekapo taking the Geraldine-Fairlie Highway - cresting the brow of the hill before descending to Fairlie one sees one of the great views of South Canterbury as one looks out across the basin to the higher mountains beyond. So, on to Tekapo for lunch via Burkes Pass (all clear) our genteel and stately procession being swarmed through by those bright noisy little Chevrolet Corvettes.....

After lunch; onwards to Mount Cook. All cars going well, road clear and the three ‘Derbies’ a distinctive sight as they bowled along driven by Messrs Farmer, McIlroy and Taylor. There was increasing snow on the ground and soon we were turning on to SH80 leading up the west side of Lake Pukaki and passing the sign saying CHAINS ESSENTIAL. However The Hermitage was reached on ‘blacktop’ at about 4.30 and cars unloaded and tucked in under the overhangs of the Aoraki wing.

We assembled (dressed in ‘best bib and tucker’) at 6.00pm for an excellent dinner served in the Panorama Restaurant followed by a quiz compered by Kris Wilson.

Sunday dawned cold and raw with a fine drizzle and no views but a lot of noise from machinery clearing the roadways of the overnight snowfall. After an excellent breakfast the first to test the road would be John Ferguson who had to leave in the morning taking with him Kris. Regular updates were later received of their progress back to the ‘lowlands’.

Those remaining then divided into two camps; those venturing out of doors and those not; the writer joined the former and was soon slipping and falling on the slippery roadways. After the first fall the writer was complimented on the elegance of his fall, but



*(Above) A new car in our ranks is Ramon Farmer’s 1937 Bentley Park Ward Saloon B175KU. A photograph of this car has already appeared in our magazine, on page 5 of 08-3, when it was wrongly captioned as Berwick Taylor’s B165MX. Your editor has felt better about that since Berwick and Ramon each started to climb into the wrong car during the Mt Cook weekend.*

*(Below) Stephen Fowler is well under John Ferguson’s Cloud II as he and Bruce McIlroy strive to fit the chains on Sunday morning.*



by the fourth time he was told to stop showing off!  
On the other hand the indoor entertainment included the Sir Edmund Hillary Alpine Centre with its three excellent short films – including one in 3D - a first for the writer.



(Above) A study in greys; Shell and Tudor on Geoff Walls's "Big Bore, Small Boot" Mark VI B274MN, and a wintry Lake Tekapo landscape.

(Below) Philomena McIlroy's photograph as we prepared to leave The Hermitage on the Monday morning, in a spirit of optimism to the tune of "Unchained Melody".

Sunday evening saw us back in the restaurant for another excellent dinner.

And so to Monday morning and departure. There appeared to be some movement of air and the chance of the cloud cover rising and sure enough by about 10.30 with departure set for 11.00 the mountain began to appear.

Finally it was no longer a matter of discussion but time for action – or not as the case may be: To Chain or Not to Chain.....after consideration of the temperature, listening to the reports of others, looking at the sky.... the decision was to go *without* chains.

So the cavalcade of Rolls Royces and Bentleys set off; dark spots moving cautiously but easily across the landscape – the only sound in the winter quiet the steady hum of engines – for proud owners and their passengers truly an 'Unchained Melody'.



\*With apologies to Hy Zerat.

## More Photographs From the Mount Cook Run.



*(Right and Below) Before dinner we gathered around the log fire beside the bar with a pleasant feeling of anticipation.*



*(Above left) Surely a first for our club events, we have three Derby Bentleys beside Henry Green's Silver Spirit SCH13705; Berwick Taylor's B165MX, Ramon Farmer's B175KU, and Bruce McIlroy's B49MX at Tekapo. Berwick took the photograph.*



*(Below) Challenging conditions as we prepare to depart on Monday; our cars had been lodged under cover beneath the Aoraki Wing, and the road down from there is much steeper than the photograph shows. Philomena McIlroy took the photograph.*



*(Above) Nanook of the North has not melted down, but Stephen Fowler has no need for this garb once the chains have been fitted to John Ferguson's Cloud II.*



## Six Pot Group Report by Glynn Williams

On the 9th June in connection with the Horseless Carriage Club, we gathered at the Vintage Car Club premises at Penrose. Although a cold night, their very efficient fire place kept us very warm.

Our host was Kevin Johnson of Millers Oils. They are promoting a range of oils for veteran, vintage and classic cars. Kevin gave an interesting talk on the evolution of oils from the beginning to the latest multi-grades, 20/50 being the correct one to use in our 6 pot cars. As well as engine oils, they do gearbox, shock absorber and steering box oils. Anyone needing full information can contact Millers Oils on the web- [www.millersoils.co.nz](http://www.millersoils.co.nz) or email- [info@millersoils.co.nz](mailto:info@millersoils.co.nz). The ladies were asked to bring a favourite recipe to share. Our Norma Eilenberg won the prize for the most traditional favourite recipes which came from the deep south USA of course- gumbo, jamablaya and cookies.

It was a "bring a plate" gathering and a jolly good selection of treats was to be had. Pure coincidence we are third highest on the "most obese nation" list. It was nice to catch up on previous members Bill & Eleanor Durling, visiting from New Plymouth and long time owners of a 1953 R Type now owned by the Savages in Wellington. George Urquhart ran some interesting videos of previous club events and some 1950s motoring snippets.

Having this gathering at the Vintage Car Club rooms enabled me to rediscover their very fine and extensive motoring library. For me the 1930s Autocar Motor Show issues were a real treat.

## Central Region Report by Roy Tilley

Life in Central Region has been fairly quiet since the trials and tribulations of the National Rally and AGM, but we got things going again by holding our annual Solstice Dinner at the Wellington Club on June 26th. Thanks to William Giesbers for arranging this. A small but select group of 12 members and wives (no partners, we're an old-fashioned lot!) gathered to enjoy an excellent repast in most convivial company.

During the post-prandial discussions we learnt of Martin Ferner's achievements in designing the Southward Museum, in the face of continued arguments with the late Sir Len, and of Roy Tilley's impending 70th Birthday. No great achievement, this, but from now on, having passed the allotted "three score years and ten", I shall regard every day as sheer profit and will make a point of enjoying every one.



*From the F.J. English Archive, courtesy of David Neely and Præclarvm this is the Jack Barclay Pillarless Saloon B47KU, photographed at a Bentley Drivers' Club Rally at Swan Hill, Victoria, in 1976. The car appears outwardly identical to Bruce McIlroy's B49MX.*

## Repairing Calorstats, by Eddie Riddle

The Calorstat on my 2025 decided to stop working. What appeared to be a simple task of removal turned into a nightmare. Some previous owner had obviously had trouble sealing the Calorstat into the header tank. They obviously managed to attain a watertight seal but at a cost. The Calorstat was sealed into the header tank with some sort of sealant that set like glue, making the removal very difficult. After many hours of slowly picking away at the gasket (fortunately it was made of cork sheet) I eventually managed to get the Calorstat free.

It now became clear what the problem had been originally. The brass bucket, which forms the outside of the Calorstat had hardened to such an extent that it shattered into in several pieces, held together by the sealant that was used.

The Calorstat consists of:

A brass bucket

A set of bellows

A brass mounting ring

A brass casting which holds the operating linkage. Photo No 1 shows the various parts.

The method of repair was as follows:

- 1 Remove all traces of the sealant from the bucket and the mounting ring.
- 2 Cut a new mounting ring from sheet brass (about 0.40" in thickness)
- 3 Hold the various pieces of the original ring in place with 5 short bolts and nuts through the original mounting holes into the new ring.
- 4 The new ring was fitted behind the existing mounting flange.
- 5 The new ring was carefully blackened (Acetylene flame with no Oxygen) to stop the old parts sticking to the new ring when they were brazed in place.
- 6 Very carefully braze the various parts together using 'Easyflow' rod. It is best to work on alternate sides of bucket so that the area being brazed does not get too hot.
- 7 Eventually I achieved a rebuilt bucket.
- 8 Remove the 5 bolts and nuts which have been securing the new and old mounting rings together.
- 9 The next step is to carefully dress the rear side of the original mounting flange with a fine file so that the bucket is a neat fit in the header tank.
- 10 Dress the front side of the mounting flange to a flat surface.
- 11 Place the bellows in a clean dry container and pour water CAREFULLY into the inside of the bellows making sure no water is spilt into the dry container. Leave this test for several minutes to ensure the bellows are watertight. If you look inside the bellows you will see a small copper pipe protruding from the bottom of the bellows. This is where the bucket was filled during manufacture. Examine this pipe very carefully, as it is prone to leak once the device gets hot.
- 12 Drill a small hole in the bottom of the bucket. (1mm)
- 13 Using a piece of 1/16" brass rod file a point at one end so that the point will fit into the hole drilled into the base of the bucket. Cut the plug to a length of about 3/8".
- 14 Cut a gasket from neoprene rubber using the new flange as template.
- 15 Coat the backside of the mounting flange, and the mating side of the new ring with solder. It is best to use 50/50 bar solder for this job. Resin cored solder is useless for this task
- 16 Bolt the two faces together, and carefully heat the flange so the solder melts and joins the two parts together. You will be able to re-tighten the screws as you progress around the flange. Check that the bucket will still fit neatly into the header tank. The fit must be an easy fit in the header tank.
- 17 Fit the bellows back into the bucket and solder the point. (It must be watertight.)
- 18 Tin the area where the small hole was drilled.
- 19 Fill the bucket with Ether using a hypodermic needle.
- 20 Tap the plug into the hole and solder QUICKLY with a clean hot soldering bolt. If you don't succeed the first time you will need to top up the bucket with Ether and try again.
- 21 Immerse the bucket in water and look for any sign of bubbles. A stream of bubbles indicates a leak.
- 22 If all is well place the bucket in hot water and the operating arm sticking out of the bellows should start to move inwards. (Moves further into the bucket)
- 23 Refit the unit into the header tank using the gasket cut previously. **DON'T USE ANY SEALER**
- 24 Reconnect the linkage.

