

## Six Pot Group Magnetofest (Cont from Page 9)

to the ignition system, so a brand new 1913 Splitdorf magneto was acquired and prepared for installation. However, this never happened, and the now surplus magneto sat on Cutten's workshop shelf for some 20 odd years. During a clean up, Keith decided to present it to me and I in turn parked it on my workshop shelf for about another 50 odd years.

"The scene changes. A couple of years ago when in conversation with an American, by the name of Jim Schmidt, who has his own house/hangar combination on the airstrip in Pauanui, I was admiring his collection of various aircraft including a very nice Tiger Moth. Mentioning that I had a spare Tiger magneto and also this old Splitdorf I asked whether this American ex Air Force pilot would be able to make use of them or pass them on. 'Sure,' he said, he would find a good home for them. Another year rolls by and seeing the Tiger out on the strip, I wandered over and enquired whether a home had been found for the magnetos. 'Oh yes' said the American. It turns out that Peter Jackson had a replica World War one fighter plane, completed and ready to fly but nowhere could they find the correct model Splitdorf magneto to get it running. So, that's where the magneto ended up. But wait, there is more. George Urquhart was with me on the day and can therefore vouch for the story. Conversation turned to some reward for supplying the critical magneto and I said how about a flight in the Tiger Moth. Jim was very happy to oblige there and then. As George had a lifelong ambition to have a ride in a Tiger, I readily offered him the flight and he required no prompting.

"George rates this experience as one of the most exciting in his life, particularly the loop over the ocean beach. Marvellous what can be achieved with a 90 year old magneto."

My footnote – The padded flying jacket and the helmet fitted well enough, and the vintage harness seemed fine sitting in the front cockpit awaiting take off. However, after attaining altitude, the pre-arranged tap on the shoulder was decision time, I gave the "thumbs up" signal and ZKCCQ climbed to the top of the loop, and my body weight shifted from the seat to my shoulder straps. Whilst I was thrilled with the sensation of inverted flight, but concerned that my wallet and credit cards etc. might end up in the ocean, the tower bolt holding the cockpit side flap slid to "open". I assured myself that this was not a problem as we completed the loop. Then the flap came down and I simultaneously slid forward.

Having compressed my jacket, the harness straps loosened, and my feet sat on the rudder pedals. I decided that the priority was to keep them raised. Just as well, as following a most scenic flight over Tairua and beyond, Jim demonstrated how short a landing could be achieved with maximum side slips. For me - Happy Memories!

Our energetic secretary Philip Eilenberg, distributed copies he had made for us all of an exploded view and parts listing for the Watford RO1 magneto plus drive and fittings as attached to the Rolls-Royce 20hp chassis. It appears to be the same as Model RW1 that equips the 20-25 hp cars.

Other hand-outs were 'Valve and Ignition Timing Data for Pre-War Cars', and 'Maintenance Data For Rolls-Royce and Bentley Cars'.

Sincere thanks were extended to the Madgwicks for their hospitality which included Wilma's showing the ladies their very comprehensive collection of telephones.

Restoration or conservation tip- Bakelite covers as attached to cutouts, fuse and junction boxes etc. Soak for as long as possible in CRC 5-56 or WD40 then polish with a rag or soft cloth buff. This combats the dryness of old covers. Source - Bruce McIlroy.

I e-mailed Tony James of the UK Rolls-Royce Enthusiasts' Club about the change of model of the Watford magneto from RO1 to RW1 during the early 20/25 HP manufacture and this is his reply: "The Club does not have any manuals on the magneto. The Watford RO1 differs from the RW1 in the form of the following: "The figure "1" in the model name means one spark per revolution. Both magnetos distribute the spark via the distributor cap and rotor arm.

"The RO1 magneto has a rotating magneto sleeve which ensures that the retarded spark has the same intensity as fully advanced - a very good magneto.

"RW1 has a larger armature to ensure the strength of the spark is the same advanced and retarded but was cheaper to manufacture.

"The user would not notice any difference between the magnetos and the cost of repair should be the same.

Kindest regards

Tony James

Chairman

Rolls-Royce Enthusiasts' Club

### We Welcome the Following New Members

#### Gavin and John Bain

"Fazazz"

84 Lichfield St, Christchurch

(03) 365 5206 [fazazz@fazazz.co.nz](mailto:fazazz@fazazz.co.nz)

1927 3-litre Bentley Boat-tailed Roadster Chassis 728

1935 3½ litre Bentley B29FC Thrupp & Maberly Saloon

1936 Phantom III Rolls-Royce 3AZ56 Thrupp & Maberly Sedan

1956 S1 Bentley B147CH Standard Steel Saloon

#### Clive Edmonds and Wendy Bryce

156 Hill Road, RD2, Napier 4182

(06) 336 6644 [clivedmonds@yahoo.com](mailto:clivedmonds@yahoo.com)

1982 Rolls-Royce Silver Spirit EZZ820 SCAZS0005CCHO4581

#### Simon and Nicky Parkinson

Meadowbank

Auckland

1999 Bentley Arnage

(Right) Rene Vincent (1879-1936) was a brilliant French artist and early motorist. This, one of his many drawings for Peugeot, shows their Ettore Bugatti-designed Bébé model disposing of a slightly familiar looking car.



Lucas wiper motors of the cable driven type are really very reliable. Having said that, the early versions are susceptible to voltage loss in the brush gear. The solution to this problem is to solder a piece of very flexible wire (one strand off a starter brush works fine) to the back face of the brush holder and the other end to the wire that forms the connection to the system. Repeat this for the other brush. It is essential that you don't let solder run down the flexible cable. Check that the brush holders are still free to move.

The first of the cable-operated wipers had wheel-boxes with 1/4" shafts to which the wiper blade is connected. The system is that the inner cable of the drive connects to the gearbox on the wiper motor and the other end passes through the wheel-boxes. As the gearbox rotates the inner cable is pulled backwards and forwards thus operating the wiper arms.

If the vehicle has wipers where the blades move in opposite directions (referred to as clap-hands operation) it is necessary to mount one of the wheel-boxes upside down. By this I mean if the cable enters the wheel-box at the top then the other one must enter at the bottom.

The control of the wiper motor is via a switch on the dashboard, which in turn is fed from the ignition switch.

These wipers are satisfactory on windcreens which are flat, but they really struggle on the later curved type windcreens. This system was replaced in the mid 1950s by the DR series of wiper motors.

The DR series had the following improvements:

- Wiper box spindles are now 0.5" diameter splined shafts
- Automatic parking when the wipers are turned off
- Heavier inner cable
- More powerful motor

The DR3 models were 2 speed versions of the DR2

DR4 was a series with a complex parking system where the motor was reversed during parking. The main advantage was that the wiper arms were now parked completely off the windscreen. This model was only used on the expensive English cars.

The control of the motor is in the earth circuit not the live side. The three wires to the motor are:

Pin 1 to A4 (live feed)

Pin 2 to earth via the dashboard switch

Pin 3 is the earth connection

The system was particularly fussy about a smooth curve with no sharp bends in the first section of the outer casing, from the motor to the wheel box. This often led to motors burning out. The outer casing is 3/8" Bundy tubing. After flaring the ends it is a simple matter to **gently** bend the tubing. It is easiest to bend the tubing over a large diameter former like a tyre, which is inflated hard. With the wiper blades removed you should be able to move the inner cable freely in and out of the casing.

An improvement in performance can be made in reducing the voltage loss in the brushes by the same method as detailed earlier.

The end float in the armature is important here as excessive clearance can lead to the wiper motor failing to switch off.

A check of the wiper blade pressure on the screen is important. It needs to be just enough to keep the blade in contact with the screen. Excessive pressure leads to burning out armatures when operated on a nearly dry screen.

The motor is designed to move **slightly** on the three rubber mounting bushes. If it is found that the three rubber mounting bushes are damaged, then the most likely cause is excessive wiper blade pressure.

The wipers on my 20/25 were in a very worn state. The wheel boxes were re-bushed and the wiper shafts ground true again. The wiper motor was a different story, it was totally useless with the commutator in many pieces. The motor was not the original one. At this point I decided to replace the entire system, motor, wheel boxes, and wiper arms with something more modern and readily available. The essential points to be considered were:

- The original holes in the dash and the body must be retained
- The motor must mount in a similar position to the original
- The result must be quiet in operation

The final choice was to use a Lucas motor, wheel boxes and wiper arms.

My choice was a Lucas DR2 motor, but any of the DR series will do. The DR series has the big advantage of being able to change the sweep of the wiper arms very simply from 80 degrees through to 150 degrees. The DR series of motors was fitted to almost all British cars from about 1958 onwards.

The wheel boxes are of the later type (pressed steel frames as distinct from cast frames); look for boxes which have a distance of 1.75" from the back of the frame to the end of the threaded mounting. (They come in many different lengths from about 1" to over 2.5")

The wiper arms are of the splined, press fit type with a right hand set. (Extremely common on English vehicles)

### Converting the System

- Remove the wooden finisher from around the bottom of the windscreen and the wooden cover over the top part of the dashboard.
- Remove the wiper arms and the original wheel boxes.
- Remove the wiper motor and the drive cables to the wheel boxes.
- Bend up a motor mounting bracket from 16swg steel sheet (see attached drawing).
- Open out the original hole in the firewall where the wiper drive was originally so as to clear the nut on the end of the new drive cable.

### Fitting the new Wheel Boxes

- Each box is mounted by a two piece hard rubber bush. The two parts of the bush clamp either side of the aluminium skin and are held in place by a nut and tightened from the outside. It is important to get the length of the inner part of the bush correct. It must be a neat fit against the inside of the aluminium skin and be long enough to allow the body of the wheel box to just clear the wooden framework. The box will still be able to turn slightly when the nut is tightened. This is essential to ensure correct alignment of the wheel box.
- Using a 1" holesaw bore through the wooden cross frame. Use the original hole in the aluminium skin to guide the hole-saw. Replace the drill bit in the centre of the holesaw with a piece of 1/4" steel rod. You **MUST NOT** bore through the aluminium skin with the holesaw. All is lost if you do.
- The back half of the rubber bush should now be shaped so that the angle on the end of the bush matches the aluminium skin. Adjust the length of the bush as described above.
- Carefully file or ream the aluminium skin to clear the threaded end of the wheel box. (About 5/8")
- Fit the rear half of the bush onto the stem of the wheel box and push into the hole. It should be an easy fit. Shape the front half of the rubber bush as described above to ensure a neat fit against the aluminium skin. The length of the front half of the bush is not important, but the face must be square with the hole to ensure a weatherproof seal when the nut is tightened. You may need to adjust the length of the front half of the bush to ensure you get a full nut on the thread.

### Trial assembly

- Fit the wheel boxes and the wiper motor in position. The casing in which the inner cable runs is 5/16" 'Bundy' tubing. This is steel tube commonly used for fuel lines, brake pipes, etc.
- A point about 'Bundy' tubing. It comes in coil about 30" in diameter and is 8 metres in length. If you are buying a cut length **DO NOT** let the supplier straighten it out to cut it. You might as well leave it in the store. The problems are two fold; one is that you get kinks in the tube which you can't get out, and two the tube work-hardens very easily and fractures.





*1937 Rolls-Royce Phantom III, chassis 3CP18, a Henley roadster sold for US\$605,000 at the RM Auctions in Monterey, California in August 2009.*



*200EX, the prototype for the new Rolls-Royce Ghost, at Pebble Beach, California in August 2009.*

**NEW BENTLEY MULSANNE MAKES WORLD DEBUT AT PEBBLE BEACH CONCOURS D'ELEGANCE, CALIFORNIA (Bentley Motors, Crewe, England)** On 16 August 2009, Bentley Motors unveiled the Mulsanne, the company's all-new flagship grand tourer, at the prestigious Pebble Beach Concours D'Elegance in Monterey, California.

The Mulsanne is inspired by the company founder W.O. Bentley's crowning achievement in 1930, the 8-litre. And it was W.O.'s own sensitively conserved company car that shared the podium with the new Mulsanne in Pebble Beach. This early motoring masterpiece represented the last big Bentley that was designed, engineered and built from the ground up by Bentley engineers - until now. Nearly 80 years later, while paying respect to this illustrious past, the new Mulsanne is a thoroughly modern statement of luxury driving and grand touring. Conceived, styled and engineered entirely at Bentley's headquarters in Crewe, England, the Mulsanne, with its completely new and unique platform, goes into production next year in a new state-of-the-art manufacturing facility within the Crewe factory. Introducing the Bentley Mulsanne at Pebble Beach, where Bentley was the featured marque, Dr. Franz-Josef Paefgen, Chairman and Chief Executive of Bentley Motors, said: *The challenge we set our engineers was to create a new grand Bentley that would stand as the pinnacle of British luxury motoring, offering the world's most exclusive driving experience. They have responded to this challenge with real passion and the result is a luxury grand tourer that sets new standards in terms of comfort, effortless performance and hand-crafted refinement – the very qualities for which Bentley is renowned.*

The Bentley design team, lead by Dirk van Braeckel, have created a flagship that offers the classic sporting, styling cues long-associated with Bentley - expressed in a thoroughly contemporary way.

*"From the very first hand sketches in the styling studio, we were inspired by the traditions of the grand touring Bentleys and have sought to evolve this story for a new generation of Bentley enthusiasts."*

The return of the Mulsanne name to a car carrying Bentley's iconic 'Winged B' emblem underlines the company's racing pedigree and nowhere reflects that heritage better than the famed Le Mans circuit, the scene of no fewer than six Bentley triumphs. Few places offer a stronger or more emotive connection with the Bentley marque than the famed Mulsanne corner.

The Bentley 8-litre displayed alongside the Mulsanne in California was first shown at the 1930 London Motor Show. It was the second-built and was W.O. Bentley's company car for two years. Capable of reaching more than 100 mph, the 8-litre demonstrated W.O. Bentley's ambition and ability to build a grand luxury car capable of surpassing every other leading manufacturer of the day. A total of 100 cars were built in 1930 and 1931.

*"The 8-litre's breathtaking performance and quality was perhaps the finest example of a 'pure' grand Bentley. Every mechanical detail carried W.O. Bentley's unique stamp and it was the clearest demonstration of a car built without compromise,"* commented Dr. Ulrich Eichhorn, Member of the Board Engineering.

*"The Mulsanne has been designed with exactly the same guiding principles, so it is entirely fitting that these Bentleys from different eras share the same stage."*

The Bentley Mulsanne will go on sale from mid 2010. It will also be displayed at the forthcoming IAA Frankfurt Motor Show (15-27th September, 2009) where Bentley Motors will provide additional product information.



*Bentley Launching*

*David Neely was at the Pebble Beach Concours d'Elegance in Monterey California, where the new Bentley Mulsanne made its world debut on Sunday 16 August 2009. Dr Franz-Josef Paefgen, Chairman and Chief Executive of Bentley Motors introduced the Bentley Mulsanne and David Neely took these historic photographs.*



*Bentley Chairman: Bentley Chairman, Dr Franz-Josef Paefgen, introduced the Bentley Mulsanne at Pebble Beach and is here talking to the press.*



*WO Bentley: WO Bentley's own company car, this 1930 Bentley 8-litre H J Mulliner saloon, chassis YF5002, shared the podium with the new Mulsanne at Pebble Beach.*



*1930 Bentley Speed Six Gurney Nutting Weymann Sportsman's Coupé during the Tour d'Elegance lunch stop at Carmel.*



*1933 Rolls-Royce Phantom II Continental Fixed Head Coupé by Gurney Nutting*



# Air Adventure Australia

Lic. No. 30941  
ABN 57 005 474 859



## OUR AIR SAFARIS MAKE AUSTRALIA'S HARD-TO-REACH PLACES ACCESSIBLE

- **All inclusive:** Air travel in private aircraft, all accommodation, meals, sightseeing tours, entries, even wine with dinner
- **Fully escorted:** All tours are escorted by an expert AAA tour leader and a commercially licensed pilot
- **Smaller group:** Size limited to 9 guests only - truly personalised service
- **Private aircraft:** Walk right out to your aircraft without check in queues! All aircraft are twin-engine and capable of landing at remote airstrips where others cannot

**Highlights include:**

- † Visit cattle stations and meet the owners
- † Discover the remote islands of the Torres Strait and meet the people
- † Snorkel with masses of colourful marine life and coral on the Great Barrier Reef
- † Learn about the beginnings of Qantas airlines and the Australian Stockman's Hall of Fame in Longreach
- † Paddle your canoe up tranquil Lawn Hill Gorge
- † Explore the pristine wilderness of Carnarvon Gorge
- † Ride the Gulflander train on the railway from 'nowhere to nowhere'
- † 14 days basking in the warm Queensland sun for AUD 11,580 all inclusive

**Call or email for your FREE colour brochure today!**

**CAPE YORK OUTBACK PARADISE**

# EXPLORE THE BEST OF AUSTRALIA - BY PRIVATE AIRCRAFT

**Tours start from \$AU3,090**

**TOUR ROUTES:**

- ✈ Flyaway Faraway Kimberley Style 14 days
- ✈ Cape York Outback Paradise 14 days
- ✈ Western Wedge Safari 14 days
- ✈ Islands in the Sun 12 days
- ✈ Unseen Centre 9 days
- ✈ Wet Season Spectacular 4 days
- ✈ Cradled into Freycinet Bay 6 days
- ✈ Majestic Lord Howe Island 6 days
- ✈ Tasmania and her Isles 5 days
- ✈ Discover the Heart of the Flinders Ranges 4 days

**AUSTRALIA**

*"To a man with imagination, a map is a window to adventure."*  
Sir Francis Chichester

**Since 1977**

**FOR SALE: 1970 Bentley T1** c/n SBH8093  
 NZ new owned 22 years, 99,000 miles. Work done over time: brake pumps reconditioned, G valve reconditioned, all new brake hoses, all new brake pads. 4 new tyres, done 5000 miles, 4 new shocks, done 5000 miles. new rear axle rubber boots, auto serviced 2000 miles ago, 2 rubber bushes on diff torque arm, 2 rubber boots on steering shaft, perfect vinyl head lining, perfect boot lining, excellent leather seats, driver's slightly worn, excellent woodwork and dash top. Combined oil pressure and water temp gauge fitted in hole formerly occupied by water temp only gauge. Radiator dismantled, rodged out and reassembled. Uses no water. Choke adjusted, (far too rich), New air filter 2000 miles ago. New brass gear on oil pump. Reason for selling, have 13 other cars, shifting house, no storage. Owner: Robert Kemsley, 43 Fabian Street, Stratford, Taranaki, phone 06 756 5736



**FOR SALE**  
**QUALITY KIWI PLATE PERFECT FOR THE**  
**ROLLS-ROYCE ENTHUSIAST!**  
**LOOKING FOR THE PERFECT PLATE FOR**  
**YOUR ROLLS- ROYCE?**  
**ALL OFFERS OR QUERIES**  
**TO REBECCA ON 0212406715**

[rebecca.rolls@robertwalters.co.nz](mailto:rebecca.rolls@robertwalters.co.nz)



**FOR SALE:** Bentley authorised 1:43 scale models by Minichamps. Currently available are: Arnage in grey violet and cypress; 4½ litre "Blower" UU5872; Speed Six "Blue Train"; Azure Convertible; Continental Flying Spur in diamond black; S-Type Continental Flying Spur in black; R-Type Continental in ivory: Current Continental GT convertible in dark sapphire Approx \$70 each. Malcolm Graham (03) 382 6500 [agrahamnz@yahoo.com](mailto:agrahamnz@yahoo.com)



**FOR SALE:** Rolls-Royce "Flying Lady" mascot given to father of present keeper by his employer, Rolls-Royce Motors. Enquiries to Lee Harvey (03) 322 5638

# MAJESTIC MOTORS LTD R.M.V.T

[www.majesticmotors.co.nz](http://www.majesticmotors.co.nz)

Cnr Dixon & Harlequin Streets

Masterton

Ian Hoggard : 0274 75 27 13 or 0800 104 103 or Andy Sinclair : 0274 45 45 63

Trade in and competitive finance available. We also have over 100 more top quality vehicles, from luxury downwards  
 Plus more Rolls Royce & Bentley cars in stock and arriving



**1998 Bentley Azure**  
 Convertible,  
 The best open top motoring you can get.



**2001 Bentley Arnage**  
 Red label with DVD, CD & am/fm etc



**1983 Bentley Mulsanne**  
 Turbo, Bentley alloys very smart in  
 "Georgian Silver"  
 Service records available



**1995 Bentley Turbo RL**  
 A superb vehicle with very low  
 Kilometres, long wheel base.



**1980**  
**Rolls Royce Corniche Convertible**  
 Very rare collectable car



**1994 Bentley Brooklands,**  
 Floor shift model, exceptional example

# BRUCE McILROY LTD

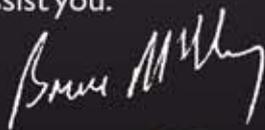
**Authorised Bentley  
Service Dealership  
& Rolls-Royce  
Heritage Dealer**

Bruce McIlroy Ltd are pleased to advise that recently Bentley Motors (UK) have appointed our company as the South Islands sole authorised Bentley service agents for their current model range.

As you may be aware Bentley Motors support all Rolls-Royce vehicles produced prior to 2003 and we will of course proudly continue to maintain these vehicles as well as the added opportunity of Bentley's latest model range.

Our workshops are equipped with the latest technology to carry out hydraulic, mechanical, electrical work and panel fabrication on heritage and modern vehicles. Our technicians are Crewe factory trained.

You can therefore rest assured that we will continue to give your vehicle the best attention and if you ever require any information on the latest models that Bentley has to offer we will be happy to assist you.



BENTLEY



## PARTS

Bruce McIlroy Ltd are suppliers of parts for Rolls-Royce vehicles from 1907 to 2003 and Bentley vehicles from 1920 to current models. We also supply reconditioned exchange units for various models.



## SERVICE

We specialise in catering for the servicing and repair needs of the Bentley and Rolls-Royce customer. Our technical area is equipped with the latest technology and a wealth of experience.



## RESTORATION

In order to support our unique service we also manufacture Bentley and Rolls-Royce vintage parts.

**SERVICING • REPAIRS • PARTS  
SALES • RESTORATIONS**

Corner Of Racecourse and Alford Forest Roads  
Ashburton 7776, New Zealand

Telephone/Fax 03 308 7282

A/H 03 308 7372 | Mobile 027 223 1600

email: [bruce.mcilroy@xtra.co.nz](mailto:bruce.mcilroy@xtra.co.nz)

[www.bentleyservice.co.nz](http://www.bentleyservice.co.nz)

# SHADOW PARTS NZ

Suppliers of genuine Rolls-Royce and Bentley parts.

*We offer the following parts for sale. Because of the size of some of these items, all prices are plus freight and gst.*

*All items are new old stock unless otherwise stated.*

Boge telescopic dampers for Shadows/Ts, front & rear, \$750 per pair

Boge telescopic dampers (rear) for Corniche \$750 per pair

Items for the early Shadow/T 4-speed gear box.

Bell housing, used, but totally serviceable \$1200

Epicyclic gear cluster and rear housing \$1950

Actuator repair kit \$600

Actuator \$2500

Water pump housing for Silver Shadow/T UE7407 \$1350

Windscreen for Silver Cloud/S. Genuine RR Sundym with blue top band, \$1950

Rubber seal to suit Silver Cloud/S windscreen. \$460

Windscreen for Corniche (has round bottom corners so not for Shadows & T's) \$750

We have a range of other body rubbers for Silver Clouds/S models including remade engine and gearbox mounts at \$175 each.

And at the other end of the scale, we can supply key blanks for all models, but you'll have to get them cut to match your own keys. \$15 each.

*Call me any time from 7.00 am to 11.00 pm*

**Roy Tilley (NZRR&BC Technical Liaison Officer)**

204A Waiwhetu Road, Lower Hutt.

Phone 04.566.0850. E-mail [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)

**COLGRAY MOTORS**

**Rolls Royce & Bentley Specialists**



[Redacted text]

[Redacted text]

[Redacted text]

[Redacted text]

[Redacted text]

[colin@colgray.com](mailto:colin@colgray.com)

[www.colgray.com](http://www.colgray.com)

## THE REAL CAR COMPANY

North Wales

Specialists in Rolls-Royce and Bentley  
Motorcars, 1920 to 1970s.

Around 30 to 40 cars in stock, ranging from  
restoration projects to  
concours.

We are always looking to buy similar vehicles,  
especially pre 1950.

Highly experienced in the Ocean Shipping of  
these important cars.

Web: [www.realcar.co.uk](http://www.realcar.co.uk)

Phone: 0044 1248 602649

Please contact Bernie Snalam for further  
information.

e-mail: [bernie\\_snalam@hotmail.com](mailto:bernie_snalam@hotmail.com)





BENTLEY

**BENTLEY AUCKLAND**

---

SERVICE · PARTS · ACCESSORIES

---

**Factory trained technicians**

**All genuine parts**

**Right first time guarantee**

**Loan cars available on booking**



**Bentley Continental Flying Spur, 2005**

Diamond Black, satellite navigation, TV, Bluetooth, optional twin electrically adjustable rear seats with full length veneered centre console in Burr Walnut. 20" 7-spoke alloy wheels, 35,000 kms, \$199,990.



**Bentley Brooklands, 1993**

Immaculate example in Rosewood with Parchment Hide, Burr walnut veneer, sold new in New Zealand by the Giltrap Motor Group, powered by 6.75 litre V8, only 39,500kms, \$59,990.



**Bentley Arnage T, 2002**

Cumbrian Green, diamond quilted seats in Beluga Black Hide, dark stained Burr walnut with turned alloy veneer, electric front & rear sets, rear picnic tables, rear vanity mirrors, 19-inch 2-piece alloy wheels, 25,000 km, \$199,900.



**Bentley Arnage R, 2006**

Peacock Blue, Magnolia hide, dark stained Burr walnut veneer, optional wood / hide steering wheel, sold and serviced from new in New Zealand. This facelift twin headlight Bentley is like new, 10,000 kms, \$299,990.

**Independent Prestige**

**BENTLEY AUCKLAND**

150 Great North Road, Grey Lynn, Auckland 1021.  
PH: 0508 BENTLEY

sales@iprestige.co.nz  
www.bentleyauckland.com

