

New Zealand Rolls-Royce & Bentley Club Inc

Issue 09-6, 2009



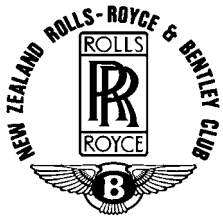
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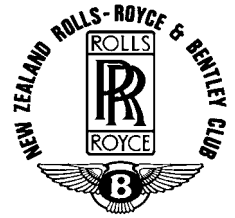
(Front Cover) John King's photographs of John Ferguson's Phantom III Thrupp & Maberly Touring Limousine 3DL22 at Oamaru; (Left) Gavin Bain's Phantom III Thrupp & Maberly Sedanca DeVille 3AZ56 on the coast near Kakanui; (Below) Scott Thomson's Phantom II Continental H.J. Mulliner Touring Limousine 101RY at Mill House, Waianakarua.





The New Zealand Rolls-Royce & Bentley Club (Inc)

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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: \$90.00 (annual, reduced to \$75 if paid within 28 days of invoice)
 Family membership: \$ 5.00 (annual)

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 or
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

ADVERTISING – pages 21 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.

Club Calendar 2009-6

NORTHERN REGION

See Northern Region AGM and Programme of Events on page 6

CENTRAL REGION

For all events below please check the club website for updates to the calendar and more details. <http://www.nzrrbc.co.nz/events.htm#regions>

Saturday December 12th Lake Ferry Classic Motoring Excursion

Start Venue: Fell Engine Park, Featherston at 11.30 am. Classic marque car enthusiasts are again participating in the above motoring excursion. This will be the 30th year for this event which is organised by the Sunbeam Club.

Sunday December 20th Visit to Weta Cave and Drive Round the Bays.

Meet at 2.00 pm at the Caltex self-service petrol station on the Hutt Road, near the Ngaio Gorge traffic lights. We will visit the Weta Cave, view their 20 minute film show and then go to Breakers in Dundas Street for coffee and buns, or whatever else pleases you.

Sunday February 14th British Car Day, Join fellow members and share the opportunity to ogle other marques, all proceeds going to Wellington Free Ambulance. As usual this event, organised by the British Car Club takes place at Trentham Memorial Park, Upper Hutt and starts at 10.00 am.

SOUTHERN REGION

Event to Fiordland with our Club members in the Far South, date and further details to be advised.

Monday 15 February: Meet members of the Bentley Drivers' Club tour at Hanmer Springs/Rotherham.

The National AGM is to be held on the morning of **Sunday 21 March** at the Chateau Tongariro, and we are keen to have a Southern Region contingent present, possibly with shared transport.

CLOSING DATE FOR NEXT MAGAZINE

Deadline for receipt of all material Issue 10-1 22 Feb 2010

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 Rosé.
- ✓ 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, 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.



Bentleys at Chateau Tongariro, early 1980s. Among the 3-litre owners we can recognise Russell Ward, Geoff Walls, Lewis Townshend, and Ron Hasell.

New Zealand National Rally for Classic Driver - Gisborne

Classic car connoisseurs of all kinds including Rolls-Royce owners will come together in Gisborne next March for the 9th New Zealand National Classic Car Rally.

Held alternatively in the North and South Islands, the biennial rally will be based at the A&P Showgrounds in Gisborne from Sunday 21 March till Saturday 27 March.

Beginning with the first rally tour day on the Monday the week's activities include three rally tour days, various optional excursions, and a public display, Concours d'Elegance and auto-gymkhana at the A&P Showgrounds. The tour days will take entrants to a hosted visit and lunch on the Whangara Marae featured in the "Whale Rider" movie, the amazing and unique Eastwoodhill Arboretum, and the Mahia Peninsula and Moreere Hot Pools.



Various optional activities being arranged include visits to local wineries, a rock and roll evening, classic rides on the WA165 steam train, harbour cruise on the Takatimu Tug, and an excursion to Opotiki through the Motu Gorge on the route used for the Heatway Rally.

Features of the Public Display Day will include New Zealand's only open national Concours d'Elegance, an Auto-gymkhana and static car display in association with the Gisborne branch of the Vintage Car Club and Surf City Hot Rod Club as a fund raiser for the Riding for the Disabled.

First held in 1995 in Christchurch, the six-day NZ National Classic Rally was previously sponsored by AA Insurance but is now supported by a range of prestigious firms associated with the classic car movement including *NZ Classic Driver* magazine.

While not a speed event there is a mildly challenging but not compulsory competitive element, as the primary objective is to simply enjoy the pleasure of driving the better cars of yesteryear along back roads and byways through scenery seldom seen by those who remain on the well-travelled routes.

The rally always attracts a wide range of classic vehicles of all ages from the 1920s right up to the latest collectable marques. Several Silver Shadows have taken part in the past with some distinction and at least one has already been entered in the Gisborne event. All vehicles considered by the owners to be classic, regardless of age or country of origin, may take part and owners do not have to be members of any motoring club or hold a competition licence.

For more details Rally Co-ordinator Roy Hughes can be contacted at 03 332 7500 or royhsyncom@xtra.co.nz.

"Boy racers" are mentioned quite often in the news, whenever purveyors of "news" can't find anything more disturbing to impart, and can they be compared to the "Bentley Boys" who terrorised Grosvenor Square, SW1, where some of them had adjoining flats in the 1920s?

Motorcyclists have also featured prominently recently, as they react to the proposed swingeing Accident Compensation Commission Levy increases. The "no fault" nature of the ACC claims structure could surely be retained, but with a loading to indicate just who did what, and to whom. A recent case of a motor-cyclist who rode from Christchurch to Nelson to participate in a protest gathering, only to suffer broken bones when he was forced off the road by a car, is surely not unique. The lumping together of every "quad bike" (a suitably ugly oxymoron of a name) in the motorcycle accident statistics, when no registration, protective wear, or basic skills and common sense, loads the motorcycle accident rate unfairly. Ministerial assurances that the ACC Levy will not rise by such an amount as had been proposed is an old ploy, meaning that the public is expected to accept a merely



extortionate increase in relief that worse has been averted.

The New Zealand Federation of Motoring Clubs (Inc) works to represent organisations such as ours in negotiations with government departments. We used to belong, and our late National Executive member Ken White held an executive position with the Federation, but when Ken died this representation lapsed, as did so many tasks which he had undertaken. Steps are being taken to ensure that we join the Federation again. The Federation has suggested that, if an increase is unavoidable, it should be loaded on a driver's licence rather than on the vehicle, since even a keen motorcyclist can ride only one at a time.

An even better idea is a Lycra Levy, where the evil-looking outfits (they make golfers' fashions look tasteful) that cyclists wear as they clutter up our cycle lanes and roads, pay their way. The knowledge of the carbon footprint left by the manufacture of these artificial fibres should be enough to remove the smug expressions these cyclists exchange with each other as they ride two and three abreast.

Your editor would like to thank our readers, our advertisers, and our contributors, for their support for the magazine this year, and passes on Best Wishes for Christmas and the New Year of 2010. Drive carefully, and take your Membership List with you on your travels.

Chairman's Notes

Well, motoring events are coming thick and fast at this time of the year and I hope you are all enjoying them as much as we are. The Northern Region, in which we reside, has recently had a very enjoyable weekend in the Cambridge area and the weekend after next we will be touring some of the historical sites in the Northern Waikato. Lois and I will have the honour of hosting the Central Region's new Chairman Roy Tilley and his wife, Lesley, for the day.

This coming weekend between will be devoted to the Northern Region's A.G.M. and lunch at a vineyard venue just north of Auckland. We will have to refine the role of our events co-ordinators as I would like to have accepted an invitation during the same weekend to join the Southern Region on their run to the MacKenzie Country and the coastal area where the Moeraki boulders are to be found.

A piece of news that has come out of the Northern A.G.M. is that the collection of over a hundred pieces of literature which were donated to the Northern Region for safekeeping may soon find a permanent home. The Northern committee has been negotiating with the Penrose branch of the Vintage Car Club for them to accept the loan of the collection. To background this it should be appreciated that to date all the items have been stored in a member's house in less than ideal conditions on the one hand and on the other that the V.C.C. have a very good and secure library, fully air conditioned and alarmed. The library is open on Thursday and Sunday with a librarian in attendance. It is proposed that our members will be able to access the material on demand. For additional security, no items will be able to be removed but there are excellent photocopying facilities on site which will be available. Final details are still to be negotiated with the Vintage Car Club but so far the prospect seems good.

I hope to get our Mk VI Park Ward Drop-Head on the road soon to enjoy the season. Good craftsmen are very hard to find as I am sure you all know, and even though I called a halt to the restoration work a month ago, we won't get hold of the car for another week, and that is if you believe the promises we have been given. Next winter we hope to return it to



the workshops and have the off side front guard and door given the same treatment. This was always part of the plan when we bought the car but, as always, it has taken longer than we allowed. So that we can enjoy the weather, we have called a halt for the summer. It is looking great and we are going to be very proud of it.

My other piece of personal news is that we have sold (to be more accurate, we are trying to sell) our Turbo 'R' and added a Bentley Arnage to the fleet. What a car, or should I say what a 'Rocket Ship' it is.

All our regional branches have now had their Annual General Meetings and we look forward to the National A.G.M. which is to be held this year at the Chateau Tongariro in March of 2010. At this stage it is planned that we should hold the 2011 A.G.M. in the South Island so I expect that the Southern committee will be thinking about a suitable venue before long.

After the coldest October in sixty three years (a sure sign of Global Warming), the weather here has finally turned to start showing weak signs of early summer so go out and enjoy it while it lasts. Have fun in the Christmas season but do please be careful on the roads; there are thousands of idiots out there, so don't play their silly games.

Northern AGM and Programme of Events

Our AGM was held last Sunday (November 15th) at Gracehill Vineyard in Kumeu, just a short easy drive from Auckland's c.b.d. It was the first time in at least 10 years that the Region opted to hold the AGM around the middle of the day, followed by a buffet luncheon. The other two regions of the Club have held their AGMs at similar times for many years. However, it has provided the incoming committee with some decisions to make as the attendance was at best average and even disappointing. It was hoped that it would appeal to those with older cars who find night time events less appealing. The Members attending were polled for their opinion and it was relatively even in support for luncheon or evening events.

This in no way detracts from the beauty of the location. Landscaped gardens, flowers in full bloom, water treatments, a small lake, mature trees, a vineyard, rolling hills, excellent parking, good food and excellent facilities. What else matters? No-one attending faulted Gracehill Vineyard - indeed several did not even know it existed but would certainly return.

THE NEW COMMITTEE

Having now held the position of Northern Chairman for many years I expressed a desire to retire and make room for new "blood". However, that proved to be impossible at this time. The only other candidate expressed a reluctance to hold the position for at least several months due to health reasons. On this basis I will, by democratic vote, continue to hold the position and will be happy to hand over the chairmanship to the other candidate once his health problems have been resolved. The 2009-2010 Committee is:

Chairman: Rod Newport

Treasurer outside Committee: Stephen Atkinson

Committee: David Merryweather, David Fox, Kevin Williams and Winsbury White

The position of Secretary remains vacant pending future conversations within committee. However, as required by constitution, we have achieved the four Member quorum.

THE NORTHERN REGION LIBRARY

The future of this library was discussed formally during the AGM. A majority attending voted to allow it to be moved to the VCC facilities in Penrose, pending appropriate agreements between both parties as to ownership and property return policies. The vote was

not unanimous. I therefore suggested that nothing be undertaken without all Northern Members being fully informed thereby providing further opportunity for feedback.

I have also attached the complete list herewith. The RREC magazines are presently with John Stewart and I hope to pick them up shortly. The remainder reside at my home. Even if relocated to the VCC library, several are duplicated there already and would become surplus and their disposition open to discussion.

2010 MIDWINTER CHRISTMAS PARTY - JULY 11 2010

We tried and failed to run one in 2009 due to late planning and high costs. A tentative booking has been made at Gracehill Vineyard for Sunday July 11 2010. The owner has already forwarded to me menu options and a wine list. He has also provided me with a CD of a possible pianist (should we choose this option). A grand piano resides at Gracehill permanently. There is planning to be done and the committee needs the opportunity to fully discuss this....but at least we have made a start! So keep watching this space.

JANUARY 2010 PICNIC

I am waiting for date confirmation on this one. It was decided by the last committee to hold this at Selwyn and Michael's property in Waimauku. They reside on some 15 or so hectares and the opportunity exists for some form of grasskhana. However, they are overseas until mid January, so a late January date seems likely. Again... watch this space. We hope to know something within the next week or so.

CLUB SUPPORTED EVENTS

Don't forget the car display events at Motat and then Ellerslie - both early in February. They are well worth attending

THE NATIONAL AGM - MARCH 19, 20, 21 2010

We are the hosts for 2010. The event will be centred around Mount Ruapehu and promises to be a very pleasant gastronomic and fun filled weekend. The Chateau Tongariro is the recommended hotel in this case, so feel free to make reservations. Please inform them you are a Member of the Club.

FEEDBACK AND INPUT

We welcome all and any feedback at any time. Email or call any member of the committee. It's the only way we can truly serve your needs as Club members.

Northern Region Library

- 50 Years at Crewe
Publisher: Rolls-Royce Motor Cars Ltd, England, 1988
- 75 Years, A Commemorative Album, 1904-1979 Edited by: David Roscoe
Designed by: The Derek Forsyth Partnership, Printed by: Williams Lea, London, England, 1979
- A History of Rolls-Royce Motor Cars, Volume One 1903-1907, C. W. Morton
Publisher: G. T. Foulis and Co Ltd, 1964 (2 copies)
- A History of Rolls-Royce Motor Cars, Volume One 1903-1907, C. W. Morton
Publisher: G. T. Foulis and Co Ltd, 1964 (2 copies - see above - no cover on this one)
- A Pride of Bentleys, John Adams and Ray Roberts
Publisher: Chartwell Books Inc, New Jersey, USA, 1978
- Allard, About Sydney Allard, David Kinsella
Publisher: Haynes Publishing Group, Somerset, England, 1977
- Armage Brochure Silver Seraph Brochure
- Australian Classic Car - Rolls-Royce Collectors Issue - 100 Years. May 2004
Complimentary Issue supplied by RROCA
- Bearing Maintenance and Replacement Guide
Publisher: SKF Group, England, 1977
- Bentley Cars 1940-1945
Publisher: Brooklands Books, England
- Bentley, Cricklewood to Crewe, Michael Frostick
Publisher: Osprey Publishing Group, London, England, 1980
- Bentley, Fifty Years of the Marque, Johnnie Green
Publisher: Dalton Watson Ltd, London, England 1969
Reprinted 1978
- Bentley Past and Present, Rivers Fletcher
Publisher: Gentry Books Ltd, London, England, 1982
- Brooklands Road Test Rolls-Royce and Bentley 1990-1997
- The Caltex Book of Veteran and Vintage Cars in New Zealand, Mollie Anderson
Publisher: A. H and A. W. Reed Ltd, Wellington, NZ 1971
- Cars of the Connoisseur, J. R. Buckley
Publisher: B. T. Batsford Ltd, London, England 1960
Second Impression 1962
- Citroën SM, 2.7 litre V6 Maserati engine, Jeff Daniels
Publisher: Osprey Publishing Ltd, London, England, 1981
- Classic Rolls-Royce, Georgano; 1983
- Coachwork on Rolls-Royce 1906-1939, Lawrence Dalton
Publisher: Dalton Watson Ltd, London, England, 1975
- Design of Exhaust and Intake Systems, Smith; 1962
- Great Marques Poster Book - Mercedes Benz, Harvey; 1986
- Great Marques Rolls-Royce, Jonathon Wood
Publisher: Octopus Books Ltd, London, England, 1982 (2 copies)
- Great Marques Rolls-Royce, Jonathon Wood
Publisher: Octopus Books Ltd, London, England, 1982 (2 copies - see above)

24. Handbook for Chairmen and Secretaries, C. F. Bentley, A. H. & A. W. Reed, Wellington, NZ, 1970
25. How to Be a Motorist and Stay Happy, George Haines and Brian Walker,
Publisher: Frederick Muller Ltd, England, 1968
26. Illustrated Rolls-Royce and Bentley Buyers Guide, Paul Woudenberg,
Publisher: Motorbooks International Publishers and Wholesalers, USA, 1993
27. Jaguar Marks VII-VIII-IX and XK 120-140-150, Auto Transmissions 1951-1961 Workshop Manual
Publisher: Scientific Publications Ltd, Sydney, Melbourne, 1962
28. Man in the Shower, Peter Arno,
Publisher: Robert Hale Ltd, London, England
29. Memories of Old Wanganui, Volume 1 Publisher: H&A Print, Wanganui, NZ, 1995
30. Memories of Old Wanganui, Volume 2 Publisher: H&A Print, Wanganui, NZ, 1996
31. Memories of Old Wanganui, Volume 3 Publisher: H&A Print, Wanganui, NZ, 1998
32. Memories of Old Wanganui, Volume 4 Publisher: H&A Print, Wanganui, NZ, 2001
33. Motor Car Lover's Companion
Richard Hough, Publisher: George Allen & Unwin Ltd, London, England, 1965
34. Quest, Phantom; Publisher: Rolls-Royce and Bentley Motor Cars Ltd, 1988
35. Road and Track Rolls-Royce and Bentley 1966-1984; 1984
36. Rolls-Royce - George Bishop with Foreword by George Fenn
Publisher: Colour Library International Ltd, England, 1982
37. Rolls-Royce - Seven Decades of Descriptions, Reports and Road Tests, Autocar
Compiled by Peter Garnier and Warren Allport from the Archives of Autocar
Publisher: Hamlyn Publishing Group Ltd, England, 1978
Second Impression 1979
38. Rolls-Royce 75 Years of Motoring Excellence, Edward Eves
Publisher: Orbis Publishing, 1979
39. Rolls-Royce 80 Years of Motoring Excellence, Edward Eves
Publisher: Orbis Publishing, 1979 Revised and published 1985
Copyright: Eldorado Books Ltd, London, England, 1979
40. Rolls-Royce An Introduction to Paint; 1979
41. Rolls-Royce and Bentley Cars, 1925-1965 4th Edition July 1975
42. Rolls-Royce and Bentley Experimental Cars Rimmer 1986
43. Rolls-Royce and Bentley Sunburnt Country, Clark and Neely; 1999
44. Rolls-Royce Best Car in the World, Heilig; 1999
45. Rolls-Royce in the '20s
46. Rolls-Royce in the 30's, Foreword by R. M. Clarke
47. Rolls-Royce Cars 1930-1935, Foreword by R. M. Clarke Publisher: Brooklands Books
48. Rolls-Royce Cars 1940-1950, Foreword by R. M. Clarke Publisher: Brooklands Books
49. Rolls-Royce Corniche, Chris Harvey Publisher: Haynes Publishing Group, Somerset, England, 1984
50. Rolls-Royce Enthusiasts Club Bulletin 118 – Jan 1980
1904-1979 Celebration Issue
51. Rolls-Royce Enthusiasts Club Bulletin 119 – Mar 1980
52. Rolls-Royce Enthusiasts Club Bulletin 120 – May 1980
53. Rolls-Royce Enthusiasts Club Bulletin 125 – Mar 1981
54. Rolls-Royce Enthusiasts Club Bulletin 126 – May 1981
55. Rolls-Royce Enthusiasts Club Bulletin 127 – Jul/Aug 1981
56. Rolls-Royce Enthusiasts Club Bulletin 128 – Sep/Oct 1981 Annual Concours Issue
57. Rolls-Royce Enthusiasts Club Bulletin 129 – Nov/Dec 1981
58. Rolls-Royce Enthusiasts Club Bulletin 130 – Jan/Feb 1982
59. Rolls-Royce Enthusiasts Club Bulletin 131 – Mar/Apr 1982
60. Rolls-Royce Enthusiasts Club Bulletin 132 – May/Jun 1982
61. Rolls-Royce Enthusiasts Club Bulletin 133 – Jul/Aug 1982
62. Rolls-Royce Enthusiasts Club Bulletin 134 – Sep/Oct 1982
63. Rolls-Royce Enthusiasts Club Bulletin 135 – Nov/Dec 1982
64. Rolls-Royce Enthusiasts Club Bulletin 136 – Jan/Feb 1983
65. Rolls-Royce Enthusiasts Club Bulletin 137 – Mar/Apr 1983
66. Rolls-Royce Enthusiasts Club Bulletin 138 – May/Jun 1983
67. Rolls-Royce Enthusiasts Club Bulletin 151 – Jul/Aug 1985
68. Rolls-Royce Enthusiasts Club Bulletin 152 – Sep/Oct 1985
69. Rolls-Royce Enthusiasts Club Bulletin 153 – Nov/Dec 1985
70. Rolls-Royce Enthusiasts Club Bulletin 154 – Jan/Feb 1986
71. Rolls-Royce Enthusiasts Club Bulletin 155 – Mar/Apr 1986
72. Rolls-Royce Enthusiasts Club Bulletin 157 – Jul/Aug 1986
73. Rolls-Royce Enthusiasts Club Bulletin 160 – Jan/Feb 1987
74. Rolls-Royce Enthusiasts Club Bulletin 161 – Mar/Apr 1987
75. Rolls-Royce Enthusiasts Club Bulletin 162 – May/Jun 1987
76. Rolls-Royce Enthusiasts Club Bulletin 163 – Jul/Aug 1987
77. Rolls-Royce Enthusiasts Club Bulletin 164 – Sep/Oct 1987
78. Rolls-Royce Enthusiasts Club Bulletin 165 – Nov/Dec 1987
79. Rolls-Royce Enthusiasts Club Bulletin 166 – Jan/Feb 1988
80. Rolls-Royce Enthusiasts Club Bulletin 167 – Mar/Apr 1988
81. Rolls-Royce Enthusiasts Club Bulletin 168 – May/Jun 1988
82. Rolls-Royce Enthusiasts Club Bulletin 169 – Jul/Aug 1988
83. Rolls-Royce Enthusiasts Club Bulletin 170 – Sep/Oct 1988
84. Rolls-Royce Enthusiasts Club Bulletin 171 – Nov/Dec 1988
85. Rolls-Royce Enthusiasts Club Bulletin 172 – Jan/Feb 1989
86. Rolls-Royce Enthusiasts Club Bulletin 176 – Sep/Oct 1989
87. Rolls-Royce Enthusiasts Club Bulletin 177 – Nov/Dec 1989
88. Rolls-Royce Enthusiasts Club Bulletin 178 – Jan/Feb 1990
89. Rolls-Royce Enthusiasts Club Bulletin 179 – Mar/Apr 1990
90. Rolls-Royce Enthusiasts Club Bulletin 180 – May/Jun 1990
91. Rolls-Royce Enthusiasts Club Bulletin 204 – May/Jun 1994
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VIDEO LIBRARY

1. Rolls-Royce Building on Success, Produced by Rolls-Royce plc 2002

2009 DECADENCE CAMBRIDGE LABOUR WEEKEND - REPORT & PHOTOGRAPHS BY KEVIN MARK

Saturday, 24 October dawned crisp and fine in the wonderful Waikato, and at the Firth Tower our beautiful cars assembled on the freshly cut lawn in front of the tower resplendent in the sunshine. We enjoyed the museum and walk around the grounds before we departed for the Kaimai Cheese Factory at Waharoa via some lovely back roads.

At the Kaimai Cheese Factory we enjoyed some first class food and wine, and also the opportunity to purchase an excellent selection of cheese directly from the factory.

We saw what will become an endangered species as the Ulysses Motorcycle Club arrived on their outgoing – thanks to the proposed

ACC/Registration fees!

After lunch we took a peaceful meandering drive through some lovely rolling countryside with panoramic views of the Waikato. Not too many sheep suffered post traumatic stress through this as we were very well behaved travelling in convoy (for those of you who are interested the odds of a convoy of Rolls-Royces and Bentleys travelling on these particular road is 3,230,637 to 1!)

By the time we got to Cambridge we had all pretty much lost our way but fortunately we regrouped that evening at the Narrows Landing on the Waikato River for yet more great food and wine.

Everyone had a wonderful evening!

There was a lot of discussion about navigation devices over dinner and which one was the best..... Tom tom, Navman – David and Beth had a very sophisticated on board navigator!

On Sunday morning we met at the Cambridge Museum, where Bob and Jan Cleave thought about going top less..... in their beautiful Bentley convertible!

After enjoying delving into Cambridge history we set off for the Maungatautari Ecological Reserve. Some of us were so inspired we discussed possible names for future Rolls-Royces and Bentleys the Rolls Royce Silver Fern! Or the Bentley Turbo Koru!

We all agreed that the project was very worthwhile and many of us vowed to return apart from those who unintentionally saw it all anyway!

From Maungatautari we cruised in no fewer than 5 convoys to Viligrads Winery, south of Hamilton for a great lunch and opportunity to buy quality wines.

Sunday evening – a meal at the Woodbox at Mystery Creek Wines on the Waikato River – great food, wine and COMPANY!

Monday morning and everyone appeared bright eyed and bushy tailed, ready for the next adventure. We met at the front of Cambridge Museum and those of us who were interested set off for Te Awamutu to visit Chris Empson's wonderful collection of classic and vintage cars. We were treated to tea and scones, and enthusiastic reminiscence of yesteryear!

The women, in the meantime (noticeable by their absence at the car collection) were busy savouring the delights of the annual St Andrews Church Craft and Produce Fair in Cambridge.

We rendezvoused at the NZ Herb Garden Café at the corner of Whatawhata-Raglan Roads junction but not before seeing many of the 2009 Targa race cars heading to the next stage of their rally.

After lunch we said our goodbyes and went our different ways after what was a very social and enjoyable time together as a club.

We wondered whether we should try a scheme for maximum participation by having the club cover the bar costs for those who arrive within the first hour?



(Above) Bob and Ann Cleave's impeccable Bentley Continental Convertible

(Right) We think Richard has just imparted unwelcome information about Northern Committee duties to Winsbury White





Kevin Mark took this splendid photograph of Club stalwarts David and Beth Merryweather at The Narrows during the Northern Region's Labour Weekend run to Cambridge. Beth has been unwell recently, and we do send our Best Wishes.



Bruce McIlroy tore a tendon in his right foot a few months ago, curtailing his activities a little. Until the "moonboot" seen here enabled him to walk, if not drive, his helpful friends equipped a wheel-chair to a high specification they called the Harold Radford Conversion. "Where's the heated seat?" someone asked, so a candle was added to the ensemble. Another Southern Region member, Geoff Walls, has done a similar thing, but to his Achilles tendon, so was unable to attend the Feasting at Fleur's Weekend. Whereas Bruce's injury was caused by a prosaic tripping over as he chased a heifer, Geoff's was inflicted by tripping over a Bugatti in Melbourne; another challenge for ACC.



Vicky Ellis's 1928 20 h.p. James Young Drop-head Coupé GTM28 was featured in our first all-colour A4 format magazine, 08-3. The article has since been reprinted in *The Flying Lady* in America and *Præclarvm* in Australia. Here the next generation of Ellises, great-grandchildren of Bill and Lorna, enjoy the car as it is driven around Vicky's Manakau property during the celebrations when Tony's and Vicky's son Adam married Gabrielle Stevenson.

Central Region Report



L to R. Sara McNally, Martin Taylor, Barbara Thomson, Lottie Egarr, Merv Warner, Lesley and Roy Tilley pose in front of a Fokker Dr.1 triplane.

Prior to the AGM itself, we assembled at Hood aerodrome, Masterton, where Scott Thomson has recently become involved with the Vintage Aviator Fighter Collection. Accordingly Scott was able to give us a conducted tour of these mainly World War 1 aircraft, some of which were carefully constructed replicas, and some owned by Peter Jackson and used in of his films. Pride of place was taken by the well-known Bristol F2b Fighter, known as the 'Brisfit'. This aircraft, an original, not a replica, is powered by a Rolls-Royce Falcon, V-12 engine delivering some 275 hp. Its engine is reputedly the oldest airworthy Rolls-Royce engine in the world. As will be seen from the photograph of the F2b (below left), the museum's hangar is rather crowded and this makes viewing and photographing the aircraft somewhat problematical, especially as the aircraft's structures and fabric skins are very fragile.

'Look, don't touch' was definitely the order of the day.

We are most grateful to the Vintage Aviator Fighter Collection for their hospitality and to Scott and Barbara Thomson for organising this visit. Central Region AGM 2009.

The AGM went predictably smoothly, with the existing committee being re-elected but with a few position changes. We welcome Roy Tilley as the new Chairman and Elliott Snelling as Events Co-ordinator. Afterwards we repaired to the White Swan for dinner.



Scott explains the workings of a Gnome rotary engine to Merv and Barbara while Lottie studies pictures in the office.

Southern Region Report

The ideas for the Southern Region run in November came from Oliver Newbegin, who had enjoyed a visit to Fleur's Place at Moeraki, North Otago, with another car club; and from Bruce McIlroy, who has been trying to organise a visit to Irishman Creek Station in the Mackenzie Country. We pass the gate on our way to and from Mt Cook, but in winter Irishman Creek retrenches, and no visits are possible. Canterbury's Anniversary Weekend coincides with the local Agricultural and Pastoral Show and the horse trotting week, and gave a long weekend from Friday 13 to Sunday 15 November.

With plenty of notice given, the event gathered its own momentum, and was keenly anticipated. Members of the Southern Region committee did an exploratory run in September to check out the route, eating and accommodation options, and Ramon Farmer again produced an itinerary taking in some of the interesting geological phenomena to be seen around Oamaru.

We had Club members from every Region, including Glynn Williams from Northern; Scott and Barbara Thomson from Central, who met up with their family from Otago; Meyrick and Maire Carruthers from Clinton, South Otago; and John and Katy Parish from Southland. The mix of people was as pleasing as the mix of cars. These included surely a first for a Club outing of one Phantom II Continental, two Phantom IIIs, www.nzrrbc.co.nz



Gavin Bain's Phantom III Thrupp & Maberly Sedan de Ville 3AZ56 is unusual in that a revolution counter was fitted. This car has a most interesting history, being owned when new in Australia by the Nicholls family (of Aspro fame) in Melbourne. We hope to delve into this car's features and history more closely in a future magazine. Incidentally, the weekend after the Moeraki/Mackenzie Country weekend, 3AZ56 competed in the Country Gents' Hawkswood Hillclimb in North Canterbury.



John King's photographs of (Top) Oliver and Vicki Newbegin's 1995 Continental R with Malcolm Graham's Turbo R RCH 54119 at Kakanui; and (Below) Ramon Farmer's 4¼ litre Park Ward Saloon B175KU at Oamaru.



three Derby Bentleys, and post-war cars from Mark VI through two S3s, Silver Shadows and Spirit, to Bentleys of the 1990s.

Conscious of perceptions surrounding old cars in procession down the highway, we left the instructions loose, only suggesting meeting places for tea and coffee. The first of these was the Oasis Tearooms at Rangitata, where excellent food is served by the proprietors, who don't add a Public Holiday Surcharge. We were expected, except that the weekend was thought to have been Labour Weekend.

The weather started out fair, if blustery, but just north of Ashburton we ran into a spectacular southerly front which made the television news that evening. The temperature dropped markedly, although heading south we experienced only brief light rain. Lunch was at Waimate, and we scattered to enjoy the old architecture and second-hand shops before eventually taking to the road to Oamaru. After another obligatory long stop to sample that town's old quarter, craft shops, museums, and book shops, we turned towards the coast and Kakanui, marvelling at the coastal views and almost surreal colours of sea and sky.

Our cars are veritable magic carpets, and memories of the challenge these distances posed when we were young and our then cars were old were vivid as we found our accommodation at Waianakarua, Hampden, and Moeraki in time for a David Lange Break before gathering at Fleur's Place for dinner. There were 37 of us booked, but with counting reverting to the "1 2 3 4 lots" mode, who knows how many of us there were? Your reporters were squeezed around a separate table and fears for their wellbeing were unfounded in the light of the arrival of a very large plate of seafood appetiser delicacies.

Saturday morning dawned still, later becoming blustery, and we met at Maheno to visit Clark's Mill. This flour mill from the 1860s proved so interesting that we extended our stay. All the machinery, with its maze of conveying and driving belts on three levels, was fired up, and the whole building came alive with a deep rumbling and throbbing. We were split into three groups, and are grateful to the team at Clark's Mill for their fascinating guided tour. Our longer stay at the mill meant that our planned route past Ramon's carefully annotated geological sites was bypassed in most cases. The designated stop, The Flying Pig Café, at Duntroon, was expecting us all, but not necessarily at the same time, so this was not the fastest pit stop we have ever made. However, people's patience was well rewarded, and the proprietors eventually had a moment to photograph the last cars.

As we proceeded up the Waitaki Valley the nor-wester really started to buffet, and the photograph of Alastair Scott's Silver Shadow on the Aviemore Dam captures its force as it drove the lake water up through the gratings and over the top. We travelled up the seldom used road on the north side of Lake Aviemore, and joined Highway 83 beyond the Benmore Dam, finishing at Twizel, where a special room rate and a buffet dinner had been arranged at Mackenzie Country Inn.

On Sunday morning we met at Irishman Creek, where the current run-holder, Justin Wills, gave us a good appreciation of the running of this high-country station and its history, made famous by the exploits of C.W.F. (later Sir Bill) Hamilton. Peggy Hamilton's two books, "Wild Irishman" and "Three Years or the Duration" (A.H. & A.W. Reed, Wellington, 1969 and 1978 respectively) are well worth reading, and give a vivid account of the Hamilton and Wills families' early lives, life at Irishman Creek, and the development of the Hamilton engineering company from its origins in C.W.F. Hamilton's inventive mind. To those lucky enough to remember the vintage Bentleys in the Mackenzie Country it must have been a great pleasure to be able to see so many together at Irishman Creek.

A planned visit to Mt John Observatory had to be cancelled due to the closure of the road, caused by the high wind, so we



Fleur's Place on the jetty at Moeraki has retained a "fishing depot" look about itself, seen here (top) in the late evening light. (Middle) We never did manage to take a proper count of the diners, but we occupied every square millimetre of the ground floor at Fleur's. (Bottom) Fleur drew the raffle for our Southern Region Chairman Michael Midgley; this enabled our Southern Region funds to regain their equilibrium after expenses incurred in setting up the "Feasting at Fleur's" weekend.



Alastair Scott seldom misses a Club event, and (Above) here he chats to Maire Carruthers, one of our southernmost members, at Fleur's Place. Also seen are Meyrick Carruthers's right eye, and Michael Midgley's back. (Right) At Mill House we have John Ferguson's Phantom III 3DL22 and Malcolm McMillan's Mark VI B55LH. (Below) John King has caught Alastair's Silver Shadow SRH11973 as it

dispersed to our various parts of the country with happy memories of a successful weekend together. There is at least another weekend lurking there, to take in Ramon's geological features, as well as the Hakataramea Pass. Come and join us.





John King's photograph of Diana and Bruce Carey at Irishman Creek Station with their 3½ litre Park Ward Saloon B166FB.



C.W.F. Hamilton at Brooklands during the Easter Meeting in 1930 with HF3198, the day when he won three races there; with his friend Tom Williams; and (Below) in the Mackenzie Country with a good day's catch.



Fleur's Forecasting Rock, designed and made by Ramon Farmer. When it is wet, it is raining; when it is dry it isn't; when it hangs at an angle the wind is blowing; when it oscillates there is an earthquake.



Clark's Mill at Maheno was built in 1868, with the corrugated iron portion, added a few years later to store the wheat. It operated until the early 1970s, and is slowly being returned to operational capacity by a loyal band of enthusiasts which includes a member of the Clark family. John King's photograph (left) shows the mellow appearance of the wooden machinery, and to this impression must be added the feeling of the belts as they cause the whole building to vibrate. Is this what it would feel like to be in an acoustic guitar? (Below) There were 9 Bentleys and 6 Rolls-Royces on the November Southern Region event, and most of them are in John King's photograph outside Clark's Mill. Nobody present could remember when we had a wider selection of the Company's range. Add to that at least 40 people from every decade of life from the 1st to the 9th, and we had the right equation for a memorable weekend.

A word of thanks :The Mackenzie Country Weekend included an awards ceremony where the splendid Mackenzie trophy *Fleur's Forecasting Rock* was presented to Bruce McIlroy for most meritorious performance; Bruce having endured the weekend wearing his Moon Boot after recent surgery. In the finest tradition of course he gets to organise next year's run!

Many thanks to Ramon and Trish Farmer who crafted the beautiful trophy seen on page 15.

Our thanks too to Trish for the wonderful cake she made and gave, complete with stylish serving plate, as a prize for the raffle.

The cake made the round trip intact we believe and returned to within 200 metres of the kitchen it came from, having been won by your editor who lives in the same street. We were sorry that at the last minute Trish was unable to join us for the weekend as result of a gift, bacterial or viral, from one of her grandchildren.

Two other presentations were made. The ancient *Mackenzie Plate* was awarded to Meyrick and Maire Carruthers, just because, and the *Steely Batten* to John Ferguson to mark the first major outing of his magnificent restoration the Phantom III. Congratulations John on accomplishing this enormous task.

Michael Midgley



News from the Sir Henry Royce Foundation

Dear All
The Foundation's Chairman, David Vann, has asked me to forward the link below to the Foundation's December 2009 Bulletin, which is on the Foundation's new website <www.roycefoundation.com.au>. In doing so, David Vann and the Trustees wish to record their thanks to NSW Branch member, Chris Gillings, who for many years has generously provided his time and expertise with the Foundation's former website.
Please share this link with Club members.

http://www.roycefoundation.com.au/site/images/bulletin/foundation_bulletin_dec-09.pdf

Kind regards,
David Neely
SHRF Trustee.

We Welcome the Following New Members

Stan and Karen Matthews

50 Island Road
Gisborne
(06) 867 9494
jaks1@xtra.co.nz
1960 Bentley S2 B225AA

Simon and Nicky Parkinson

P. O. Box 87459
Meadowbank 1742
(09) 520 0920
(021) 747 637
1999 Bentley Arnage FGB 989

Katy and John Parish

305 Waimumu Road
RD4
Gore 9774
jandkparish@woosh.co.nz
(03) 208 5505
1923 Bentley 3-litre TT Replica Park Ward
Chassis 348
Registration GQ3524

1965 Bentley S3
Chassis B292HN
Registration DV8158

Peter and Gwen McPherson

52 Sussex St
Tapanui 9522
newtonmore@xtra.co.nz
(03) 204 8863
1982 Rolls-Royce Silver Spirit
Chassis SCAZS003CC404577
Registration UC858

Peter Maclaren and Carolyn Moffatt

50 Merivale Lane
Merivale
Christchurch
1988 Rolls-Royce Silver Spirit



The late Edgar Ridgen was a much loved character and member of our club. We tried to do him justice in the Obituary which appeared in 06-1. Edgar's and Helen's daughter, Katy, has inherited the 3-litre, Chassis 348, depicted here.

Don't Forget that Subscriptions Must Be Paid By 31 December to Qualify For the Discounted Rate of \$75

Fitting an Additional SU Fuel Pump, by Eddie Riddle

A low-pressure SU pump was added to my 20/25 during the restoration. The reasons were twofold; one in event of a problem with the Autovac on a run, and two as a means of starting the motor when the Autovac had no fuel in it, without the risk of flattening the battery.

The pump was fitted along side the Autovac and mounted on the firewall. In my case the positioning of the pump was very limited due to space. Other positions were considered like between the fuel filter and the carburettor, and in the fuel line between the Autovac and the fuel filter. The position chosen was the best in my case.

Wherever the pump is positioned several points need to be noted:

- If the pump is inserted in the fuel line to the Autovac input, it will be necessary to fit a stopcock in the line above the pump inlet point but below the input to the Autovac. This is because the Autovac outer tank is open to the atmosphere and the inner tank will be empty hence the pump will simply suck air rather than the fuel from the supply tank.
- If the pump is positioned in the other sites mentioned there would still be a problem. Once the carburettor bowl is full, the pump will continue to pump fuel, this time into the Autovac via the fuel valve with nothing to limit the flow. It will eventually fill the Autovac allowing fuel to flow out from the top of the Autovac and onto the exhaust pipe. This problem also exists in the site I chose.
- A low-pressure SU pump will lift fuel at least 30" above its inlet point before it starts to fail. The problem is

worse for the later high-pressure type.

- Special precautions were taken to ensure that deliberate steps must be made to run the pump. The aim was to avoid accidentally running the pump and have the Autovac operate at the same time.

Filling the carburettor when the Autovac is empty

Fit the removable plug, shut the stopcock and allow the pump to fill the carburettor bowl, about 20 seconds is plenty. **REMOVE the PLUG**, and open the stopcock.

Operating the pump if the Autovac fails

If it becomes necessary to operate the SU pump during a run then, the suction pipe to the Autovac should be disconnected at the inlet manifold and a blanking plug fitted to the manifold. The stopcock should be closed. The pump is supplied with electricity via a removable plug, which is fed from the ignition switch.

"Tee" pieces were fitted to the pipe from the Autovac to the carburettor and the pipe from the fuel supply valve to the inner tank of the Autovac.

The "Tee" in the pipe from the Autovac to the carburettor was fitted close to the union on the Autovac. Shorten the length of the "T" as much as possible, cut the pipe (remove the equivalent length of the "T") and solder in position at the correct angle. Standard 1/4" copper pipe was used to connect to the pump.

The "Tee" in the pipe from the fuel valve to the Autovac requires careful positioning. The "T" outlet should be about 2.5" above the fuel valve union and pointing towards the radiator. A short piece of flexible fuel line was used to connect to the pump. This "T" is 5/16"



John King's photograph of Malcolm and Ann Graham at Oamaru with Malcolm's Turbo R RCH54119.



I was recently in Sydney and took the accompanying shot on Monday 19 October.

David Neely, a member both of the RROCA and the NZRRBC met Doris and me at our hotel and drove us to Studley Park House in his 1985 Rolls-Royce Silver Spirit. I was intrigued by the Flying Lady which differed from any I had seen on these models in so far as she rested on a plinth very much like those of the Silver Shadow series. She did not disappear at the slightest touch. Apparently the requirement to vanish was not common to all countries and I must say the car looked the better for it. The reason for our outing was to visit the new headquarters of the SIR HENRY ROYCE FOUNDATION.

Studley Park House is situated in the grounds of Camden Golf Club which is located in Narellan, some 45 to 60 minutes drive from the Sydney central business district. Construction of the grand Victorian mansion commenced in 1889 and since completion it has been subject to various uses. One owner added a separate theatre, long before home theatre was the fashion it is now becoming. In this case it appears 50 or so could have been seated. The army also used the house and many rooms boast an additional basin for the officers who lived there. The lower ranks were housed elsewhere on the estate. There is even talk of a ghost haunting the place, of whom I felt no presence.

More recently, in 2008, the Moran family purchased the house along with considerable acreage, much of which they have retained for their own purposes. That leaves around 5 acres and the old house, and these have been made available to the Foundation for an initial 20 year lease at what is described as a peppercorn rental.

The Morans are replacing or repairing the roof, and the Foundation is largely responsible for interior refurbishment and some exterior work. It is possible they may at some time either extend the lease or purchase the property outright.

David, who is a trustee of the foundation, discussed the aims for the house. It will house the growing collection of Rolls-Royce based items such as engines, manuals, models, books and two cars (a Phantom V previously owned by the government, used by the Governor General; and a Silver Shadow). The Victoria Branch of the RROCA has generously provided funding for the refurbishment of one room which will become the library. The possibility certainly exists for Studley Park House to become the Hunt House of Australasia, particularly as something similar in NZ is unlikely, given our very small membership. I find it particularly interesting, as the Foundation grows, so too does its usefulness as a research and information centre for us all. We are, after all, only a few hours' flight away, and much closer than Perth. It is certainly early days yet, and there is much to be done readying the house before anything can be housed there. But I can imagine a bright future for both the Foundation and the RROCA with this house as a centre point that might expand to include other Club functions, concours events and so on. It does, after all, sit overlooking a golf course, and its formal entrance cuts right through it.

After our tour David took us to Camden for lunch at a wonderful outdoor spot surrounded by historic buildings. The Tuna salad I had was spot on!

We ended the day at Trivett Rolls-Royce and were treated to a wonderful sneak preview...more on that later.

P.S.: It was hard to get better pictures given the brightness of the sun that day.

A GHOSTLY PREVIEW

After visiting the new home of the Sir Henry Royce Foundation, Studley Park House, on 19 October, my wife Doris and I were dropped off at Trivett Classic Rolls-Royce in Sydney. More used to seeing the usual dealership of large windowed showrooms and extensive external display yards, I was quite surprised by the quiet, unimposing and very discreet facilities that were presented to the passer by, that is, if you had a reason to go down Yurong Street at all. Bentley, just a couple of minutes' walk away, fronted busy William Street, with the usual large windowed showroom.

We entered the Sydney home of Rolls-Royce to find it completely empty of cars; nothing to be seen at all, just the hustle and bustle of a crew setting up tables and lighting for a product launching that evening. Bevan Clayton, manager of Trivett Classic Rolls-Royce came over to meet us and mentioned that they were launching the Rolls-Royce Ghost. I had spoken to Bevan several times over the years, especially back in 2004 when we were all involved in the Rolls-Royce Centennial World Tour. Indeed, several members of his team joined us in Auckland for the inaugural dinner that was held at the Stamford Plaza Hotel on January 25th 2004. After a few minutes' conversation, Bevan motioned us to follow him downstairs to the basement level.

There it was, in the corner under bright lights being groomed for the evening presentation: the **Rolls-Royce Ghost**. Even with the bonnet up and doors wide open, there was no question that this is truly a wonderful example of a Rolls-Royce. There has been some criticism of the name Ghost, but on this car it felt right. The original car bearing this name was, for most of its life time, called the 40/50hp, the name "Silver Ghost" belonging to one car

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only. Since then we have come to accept the name “Silver Ghost” as applying to the entire 40/50 model range. The 40/50 was a car that had wide appeal, ranging from those who wished to drive themselves, to those preferring chauffeurs. The range of bodies applied to the chassis reflected these preferences. By comparison the Phantom range, particularly from the Phantom IV onwards, tended to be largely chauffeur driven and as such were larger and more stately. To a large extent the modern Phantom still reflects this. It is a pleasure to drive, and more so, a pleasure to be driven in. Even the other models in the new Phantom range are large.

The Ghost is therefore well named. It is smaller than the Phantom (5399 long compared to 5840, 88mm lower and 42mm less wide) and therefore I felt, much more human in scale and that to me was important. While its twin turbo 6.6 litre V12 engine is smaller it is undoubtedly more powerful than the larger Phantom 6.7 litre V12 engine. Like the Phantom it uses the same door configuration which incorporates rear “suicide” doors. The interior is very much Rolls-Royce with the massive range of technologies hidden from initial view...it's all there though! The engine bay is clean and simple, reflecting the modern trend. The external body styling is quite simply elegant. The lines of the car sweep back in a gentle unfussy curve from the front to the back. The “radiator” conforms to the new Rolls-Royce norm which sees it gently curving back to present a softer yet very much Rolls-Royce image. This trend was first seen in the Phantom Drop-head and then the Phantom Coupé. The front bumper is more refined and integrated than that of the 2003 Phantom. The interior was finished in white leather

with the usual wood trim applied to the dash and door caps and it was, quite simply, stunning! The exterior used the two tone finish that has become popular on the new Rolls-Royces: the brushed stainless steel bonnet and deep blue painted body.

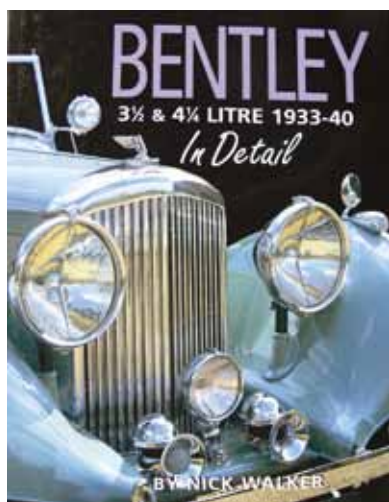
I understand that this car will be priced quite a bit lower than the Phantom series - *in my opinion it will sell very well indeed*. That it shares a few more parts with the BMW 7 series is no detraction at all - heck it makes sense! It is still 100% Rolls-Royce - *just take a moment to look it over. I did*.

PS: I was not allowed to take photos and had to keep quiet about the viewing for a week or two. After viewing the Ghost, Bevan showed us the Phantoms housed in the adjoining basement.



200EX UNVEILED AT GENEVA MOTOR SHOW 2009
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Book Review



BENTLEY **3½ & 4½ LITRE 1933-40** **In Detail**

By Nick Walker

ISBN 0-9541063-1-8

Published by Herridge & Sons Ltd,
Lower Forda, Shebbear,
Beaworthy, Devon EX21
5SY in 2002

Hard bound 27.5 by 22
cm, 160 pages, 70 colour
and 150 black-and-white
illustrations

£35 plus postage £12 from
Holden Vintage & Classic

<http://www.holden.co.uk>

We think that there are currently 16 Derby Bentleys in New Zealand, so most of us can only admire them from afar, with the rationale “Well, if I can’t own one, at least I can have a book about them”. Michael Ellman-Brown’s and Johnnie Green’s *The Silent Sports Car* is now very difficult to find, so Nick Walker’s book is the more valuable.

The “In Detail” series feature excellent photographic reproduction, printing and paper quality, the better to show off that worn interior patina many of us so enjoy. So far they include MG, Alvis, and Lagonda among their titles. Walker is the Vintage Sports Car Club’s librarian, with access to that club’s resources which go back to when the Derby Bentley was new; and FoC Simon Towle, who was at the time working in the Bentley Drivers’ Club office, is thanked in the acknowledgements.

Walker puts the new car thoroughly in its context, saying that the delay in its introduction, which had so concerned the Sales Department, enabled it to come onto the market when the Great

Depression was lifting, and he mentions the unusually good summers enjoyed by Britons in 1933 and 1938.

Chassis and engine development are recorded in much more detail than we have seen before, and the close attention that the Company paid to its competitors, including Alvis Speed 20 and 25, Lagonda LG6 and LG45 (particularly once W.O. Bentley had left when his Rolls-Royce contract expired and joined the newly reorganised Lagonda company), Talbot 90, and Jaguar 3½ litre. Robotham regarded the Jaguar highly, particularly since it was priced at about a third of the Bentley, but in the 6 months of 1938 the Company owned, dismantled, drew and used the Jaguar, it was showing signs of abnormal wear by 8,000 miles, and the engine was thoroughly destroyed by the testing regime, when William Lyons of Jaguar refused to consider a claim outside its warranty period. Bentleys were able to sell more cars between 1933 and 1939 than their main competitors combined, and a remarkable 70% of those have survived until now.

Walker explains the confusing history of E.R. Hall’s cars B35AE and B106GA, with the 3 bodies they wore through their racing careers into the 1950s. Those who may have had their appetites whetted by David Neely’s photograph of the Embiricos car on the cover of 09-5, and the short article on page 5, can enjoy a much fuller account of this marvellous car.

Criticisms? Well, Walker has succumbed to the current confusion of “less” and “fewer”, and he has the same blind spot about gerunds which so irritates those of us who consider a launch a craft in which one travels. He has very much an Anglophile attitude, so that Bentley’s competitors from Europe are not considered, and neither are the American cars which also were sold under a favourable exchange rate.

An excellent book, and one which will keep us poring over its pages.

ATK

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, rodded 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, shifted house, no storage. Owner: Robert Kemsley, Eltham, Taranaki, phone 06 764 7507



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Left, a 1960 Alfa 2000 Spider by Touring, and Rolls Royce Silver Cloud III James Young at Autovia's workshop.



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1958 BENTLEY SI \$40,000.00 NZD

Silver with maroon upholstery and carpets. Recent transmission and water pump overhaul. Original vehicle.



1960 BENTLEY S II \$45,000.00 NZD

Sage over smoke green with magnolia hide upholstery and beige carpets piped in magnolia. This New Zealand new vehicle has done 123,000 miles and has had a recent engine and transmission overhaul. A fine original example.



1987 BENTLEY TURBO R \$27,900.00 NZD

Graphite with beige upholstery, beige carpets, rear picnic tables, cocktail cabinet. Recently restored walnut wood trim. Serviced by Bruce McIlroy Ltd since April 2004. This New Zealand new vehicle is an excellent example of the Bentley marque.



1991 BENTLEY TURBO RL \$35,000.00 NZD

Balmoral green with beige upholstery piped in spruce, conifer carpets piped in beige. Lambs wood over rugs, rear picnic tables, Flying B mascot and with factory drivers airbag upgrade fitted in 2004. Has just been recently serviced. Mileage 163000 km.



1991 BENTLEY EIGHT \$40,000.00 NZD

Graphite with Silverstone hide upholstery and Shale Grey carpets with lambswool over rugs. Two owners since new, 67,500 miles. Serviced by Bruce McIlroy Ltd since 1990. Excellent condition.



1954 ROLLS-ROYCE SILVER DAWN \$ P.O.A.

Black over silver with magnolia hide upholstery. Automatic transmission. Engine and transmission overhauled by Bruce McIlroy Ltd in 2003. Excellent condition.



2004 JAGUAR XK8 \$65,000.00 NZD

Light blue with black interior. Mileage 21500km. This New Zealand new vehicle has had two owners since new.



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