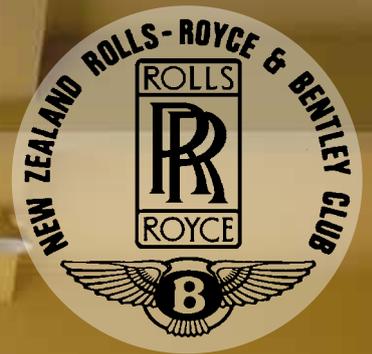


New Zealand Rolls-Royce & Bentley Club Inc

Issue 10-2, 2010

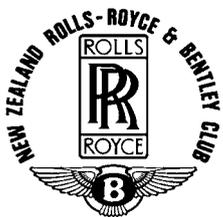


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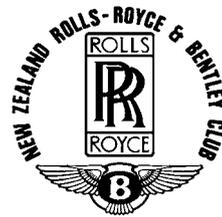
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*Ray and Shirley Scampton's 1965 Silver Cloud III SKP249 at Chateau
Tongariro, with Mt Ngauruhoe very visible in perfect weather*



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



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CLOSING DATE FOR NEXT MAGAZINE

Deadline for receipt of all material Issue 10-3 22 May 2010

Membership

MEMBERSHIP of the New Zealand Rolls-Royce & Bentley Club, Inc is open anyone 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 \$115.00 (annual, reduced to \$100 if paid within 28 days of invoice)
Family membership \$ 5.00 (annual)

CONTACT Membership Registrar NZ Rolls-Royce & Bentley Club, Inc
Rob Carthew 85A Wharewaka Road Taupo
Phone: (07) 377 4117 Email: watcher@pl.net or www.nzrrbc.co.nz

then **APPLICATION FORM**

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.

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 Post WW2 Technical Liaison Officer, Roy Tilley, on 04 566 0850 e-mail rmt@xtra.co.nz

ADVERTISING – pages 21 to 24

Classified advertisements (colour or 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 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 2010-2

Northern Region

30 April to 2 May: Forgotten Highway Tour (co-organised with Central Region)

Mid-June (date to be confirmed) Garage Raid

Sunday 18 July: Mid-Winter Luncheon and Run

Labour Weekend 23 to 25 October: Gisborne Celebration

Early November (date to be confirmed) Vellenoweth Green

Sunday 14 November: Evening on the Town at the Hilton Hotel, Princes Wharf

Central Region

30 April to 2 May: Forgotten Highway Tour (co-organised with Northern Region)

Date to be confirmed: Visit to Time Cinema, Island Bay

Southern Region

10 to 12 July: Mt Cook Weekend (co-organised with Rolls-Royce & Bentley Touring Club [Inc])

This coincides with the 100th anniversary of C.S. Rolls's death, and we plan some commemoration of this.

Date to be confirmed: Technical Day

Labour Weekend 23 to 25 October: Touring Weekend, heading south to include our southernmost members and to take in the Hakataramea Pass and parts of the geological tour we didn't have enough time for in our "Feasting at Fleur's" Weekend last November.

Show Weekend 12 to 14 November: Touring Weekend to include the commemoration of West Coast air services at Haast.

Easter 22 to 25 April 2011: Annual General Meeting weekend at Blenheim.

(Front Cover) Norma and Philip Eilenberg with the Sir Walter Norwood Trophy and their Mark VI Bentley B372MD

Mainland Comment

Forty years ago, when we lived in Wellington, a friend described Auckland as “Sydney for beginners”. A recent visit to both cities in one journey brought back memories of that very apt description, for after a visit to Newmarket what should have been a simple ride back to Ponsonby on the Link Bus was complicated by “an incident on the bridge” which meant that for the rest of the day (this was around 3 p.m.) Auckland traffic was in turmoil. By travelling the longer, clockwise, direction Ponsonby was eventually reached, and then came the challenge of a visit to friends on the North Shore for dinner. Returning to Auckland after dark was no less challenging, and one wonders if there is a planning meeting which takes place each day, something along the lines of “O.K. what will we do today? How about closing all but one lane of the Harbour Bridge this evening, but just to make things more interesting we’ll turn off the lights and see what happens?”

After a very early start the next day, at least avoiding the Auckland morning rush, Sydney was reached in time for its morning rush. Since almost 10 years have passed since the last visit, the proportions of the maelstrom that the combination of heat, humidity, and the equivalent of New Zealand’s entire population all trying to get to work at the same time caused the mind to boggle.

Your editor is about to embark on his seventh year of work on this magazine, and with the support of our advertisers, contributors, readers, and printers, it has been fun. It has been a pleasure to work with our National Executive, and since Richard Hadfield and Naomi Neill have retired from their roles as National Chairman and Treasurer respectively a special “Thank You” is due to you both. Philip Eilenberg has moved from National Secretary to Treasurer, and with some new members to our National Executive having been elected at our Annual General Meeting, another interesting and stimulating year looms.

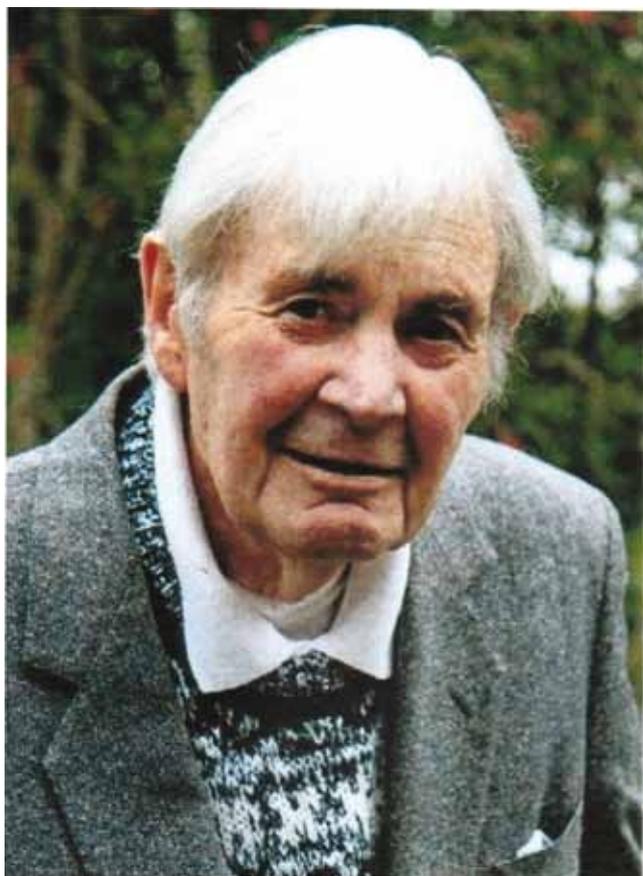
Rod Newport has taken over the role of webmaster from Roy Tilley, and with his customary enthusiasm the results are already evident in the enhancements he has introduced. These now include links to our advertisers’ products and web sites, as well as timely information on our Club’s Regional activities.

Roy Tilley’s article in 10-1, “Our Forefathers”, has generated great interest, with contributions from Gavin Bain, Richard Matthews, Jim Sawers, John Stewart, Roy Tilley and Glynn Williams; further information and images appear on Page 18 of this issue. John Stewart’s account of AX201’s eventful visit to Auckland has been reprinted, with John’s permission, in *Præclarvm* 10-1.



“Let me guess—your gas pedal stuck.”

Obituary - Brian Johnstone



Brian Johnstone died recently after an eventful life, and will always be remembered by those of us who appreciated his high aesthetic standards, gentlemanly bearing, and cheerful approach to whatever problems came his way. The television series “Underbelly” was hard enough to watch, but its effect on Brian, with its portrayal of his son

Martin, cannot even be imagined.

Early in life he bought a large 6-cylinder Riley saloon, with which he served the Post Office as a contractor in the more remote parts of the Auckland province. Many of us competed in the GOLDOR (an acronym for, roughly, Gulf One Long Day Rally) rallies he and his wife Bess organised so well for the Waitemata Branch of the Vintage Car Club of New Zealand, and they were worthwhile challenges over the obscure roads he knew so well. One member, the late Peter Bruin, who always started first and finished first, said he only entered the events to get Bess’s fabulous morning teas.

In all Brian had owned over a hundred cars and motorbikes, all considered desirable by most enthusiasts. Waitemata Branch held some very ambitious all-night runs, and the Hooper bodied Rolls-Royce Phantom III 3CM57 Bess and Brian used was regarded enviously by those of us less comfortably ensconced.

Brian started Gulf Motorbodies on Auckland’s North Shore. The work done there was impeccable, and although your editor had the opportunity to use them only once, when B146KM was smitten by an Audi which jumped two red lights, the repair to the nearside front wing and dumb-irons apron was not able to be detected even during the subsequent bare metal repainting.

Brian’s friend Keith Humphreys has been of great help in composing this appreciation, and who could do better than quote this excerpt from Keith’s eulogy at Brian’s funeral service?

“Right to the end, Brian was sure he would be healthy again and only a few days before his passing he was still debating which car to restore.

“Brian has had an incredible life.

“I tried to talk him into recording it on his computer a number of times, but I suspect he felt he still had plenty of time for that.

“I always had the greatest admiration for him.

“He was a fund of information.

“He had an incredible memory.

“He had a great sense of fun.

“He exuded a gentlemanly air.

“He had an indomitable spirit.

“He was a forward thinker.

“He always appeared cheerful despite a number of serious setbacks”

ATK

Obituary - John Craig

With the help of John Peirson of the RROCA British Columbia Region, and our own Roy Tilley, we were privileged to reprint John Craig's "My Years With Rolls-Royce Limited" in four parts from Issue 08-4. Sadly, we now reprint John Peirson's Obituary of Mr Craig with the permission of its author, and Sabu Advani, editor of The Flying Lady where it appeared in Issue 10-1.



John Craig died on 21 January 2010 aged 86. He retired in 1988 as Chairman and CEO of Rolls-Royce Motor Cars (Canada) Ltd, after 47½ years with Rolls-Royce.

John was born on 1 June 1923 in London, England. He was educated at Highgate School in North London. He left Highgate School in July 1939, and started an engineering apprenticeship with Rolls-Royce in Derby in January 1941. He told us that he was so impressed by the Schneider Trophy races of 1929 and 1931 that he applied to Rolls-Royce in 1933, when he was ten. Those races were for seaplanes, and the winning British plane had a Rolls-Royce engine. Of course, he had to wait until he was older than ten before he could start. At Derby he continued his schooling at the Derby Technical College, while in the factory he learnt all the practical matters such as machining, brazing and welding.

Very soon he was moved to the Armoured Fighting Vehicle Department to give assistance and training to army units using the Cromwell tank, which by then was fitted with a Rolls-Royce Meteor engine. John was still with this department in 1944, preparing tanks for the Normandy landings. And by this time he had a motorcycle, a Triumph Speed Twin, on which he raced a colleague back to Derby after work each day.

When the war in Europe ended, John was fortunate in being moved to the Motorcar Parts and Service department, still in Derby. His new job was recommissioning cars that had been laid up during the war. By the end of 1946 he was appointed Technical Service Engineer at the Hythe Road London Service Depot. By now he had a small staff working under him. Later he became General Manager of Hythe Road.

At this time he joined the British Automobile Racing Club with a Jaguar SS100 and, in 1951, an XK120.

Very rapidly John worked his way up the corporate ladder, always in the car division, until in 1975 he was appointed Chairman and CEO of Rolls-Royce Motor Cars (Canada) Ltd, with responsibility for the Canadian and Pacific markets comprising New Zealand, Australia, Singapore, Borneo, Malasia, Thailand, Hong Kong, South Korea, Taiwan and Japan. He decided that Vancouver, Canada, would be the most suitable base for his new office.

During his years in senior positions with the car division, John actively encouraged the company's support of the car clubs that included our cars. He was instrumental in having the RREC take into storage older records that otherwise would have been scrapped.

All of the story so far has come from some autobiographical articles John wrote for the newsletter of the BC Region. What follows is more from my own files. For in September 1977 John attended a meeting of our club, and thereafter became an active member.

John retired in June 1988 after 47½ years with Rolls-Royce. When he retired, he purchased his last company car, a 1987 Bentley Mulsanne (HCX21495). He kept this car in brand-new condition for the rest of his life, though it was his only car; it's in the garage at the Craigs' home today. He became active in our Rolls-Royce Owners' Club, serving several terms as BC Region Chairman. We had asked him to consider another term, starting in February 2010, but he diplomatically declined.

He particularly enjoyed a club event we call the Fuel Economy Run, when we drive our cars for 50 or 100 miles, starting and ending with full fuel tanks so that our fuel consumptions in miles per gallon can be calculated. John and his car always excelled in this competition. John entered his car for judging at the National Meet of 2007, in Washington State, and it won a trophy – not bad at all for a daily driver that was 20 years old.

John was an excellent writer. As well as the autobiography that I mentioned earlier, he wrote many interesting articles for our Region's newsletter. Most recently he researched tyres and engine oils for our cars, topics that are of significance since original equipment tyres are no longer made for our older cars, and engine oil additives have been changed to better suit new cars but at a cost to older cars. We always had confidence that John knew what he was talking about and got it right.

We will remember John as a big man, big in both height and talent, with a phenomenal memory and a very gentlemanly manner. It was a privilege knowing him. We will miss him.

Chairman's Notes

The AGM at the Chateau Tongariro was a great success and the highlight was the meeting itself where the good attendance wholeheartedly supported the magazine which is our lifeblood.

The meeting voted an increase in subscriptions so that we can continue the magazine in its current format. Until the new rates come into effect next year the regions will be asked to forgo the annual per capita distribution they receive so that we can balance the books.

Please remember our advertisers, and think if you or your contacts might be interested in taking some space.

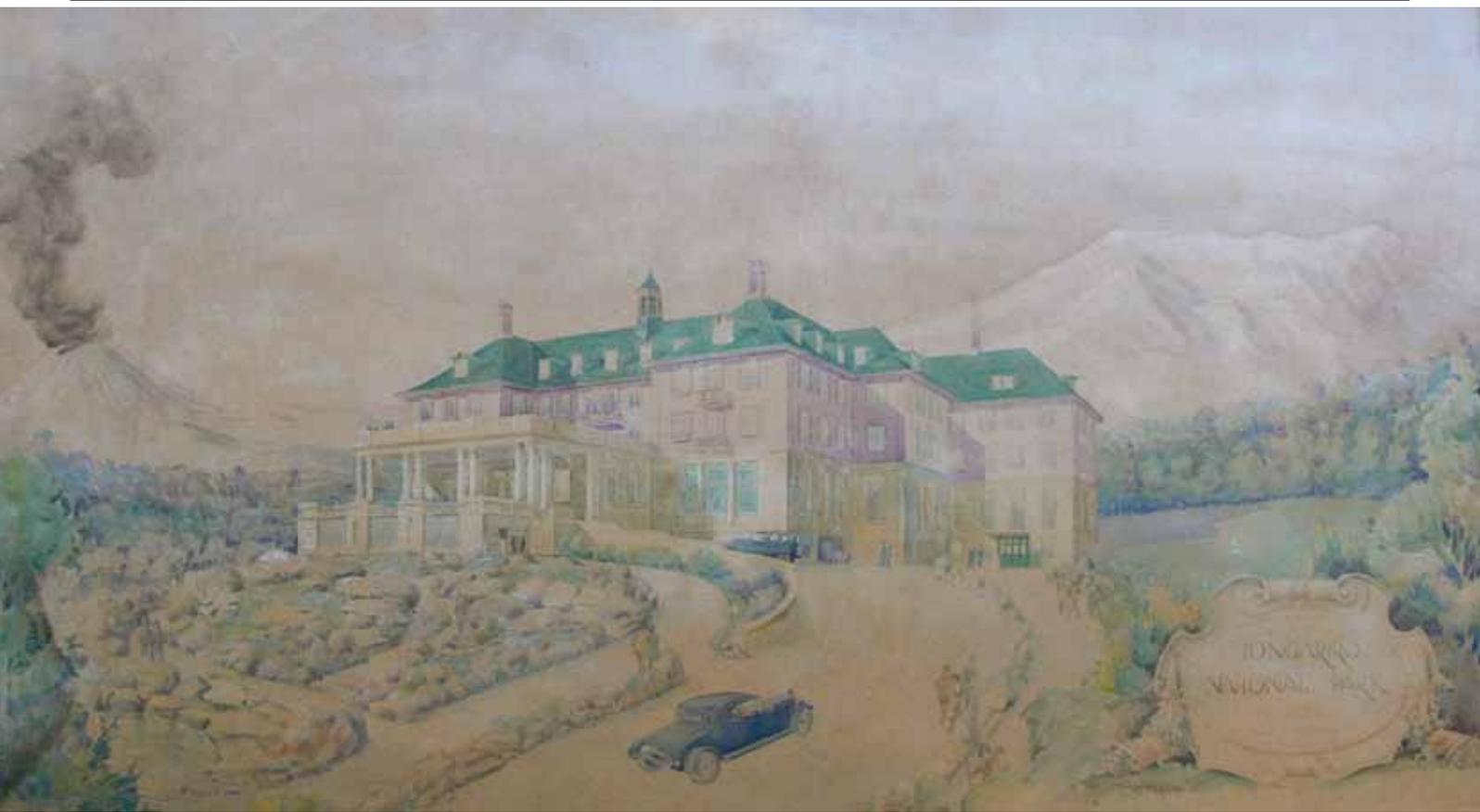
The Northern Region was our host for the AGM and did a splendid job.

Particular thanks to Rod Newport for that and for his service on the national executive. Rod will continue to be of great help as he is now our webmaster.

Our thanks go to Naomi Neill for her sterling service as Treasurer. The demands on her have been greater than usual as the club has battled with fiscal issues and Naomi has counted beans until late at night to provide answers to thorny questions.

It is a privilege to be the new chairman; thank you. Please let me know of any issues that concern you. One thing I think we could do is encourage the interest of younger people; all ideas welcome.

Michael Midgley



In the photograph on page 4 of our 09-6 and 10-1, which identified some of the 3-litre Bentley owners at a Bentley Drivers' Club weekend at Chateau Tongariro in the 1980s, Russell Ward, Geoff Walls, and Lewis Townshend were correctly identified. The other two 3-litre owners were John Stewart and Bob Cleave, and it is worth recording that both these gentlemen, with their respective wives Maureen and Jan, were present at our Annual General Meeting on 20 March. These people and their colleagues are the backbone of our Club, and it is a pleasure to see so many of them in attendance each year. Ladies and gentlemen, you know who you are, and we salute you. This year it was a particular pleasure to have our Honorary Life members Doreen and Ivor Aspinall in attendance. The Six Pot Group had arranged a forum for Sunday morning, where Ivor answered questions moderated by George Urquhart.

This year the Northern Region organised the Annual General Meeting weekend, and the classic venue of Chateau Tongariro was chosen. The painting reproduced above hangs in the stair well, and really says it all. There were some who felt that the Chateau is resting on its laurels, but the logistical difficulties of maintaining such a facility in such an isolated spot are enormous, and your reporter, with almost 35 years of pleasurable memories of stays there, finds it difficult to criticise the hotel or its staff. We have heard of a couple of rooms which would not have scored highly in the Concours, having missed out on the servicing aspect, and one Southern Region member, having gone to enormous trouble to attend the AGM, may have just missed it as a result of the room's not being ready.

The meeting started at 5:40 pm, with 38 Club members having signed the attendance record, and was chaired by our retiring Chairman, Richard Hadfield, flanked by our retiring Treasurer, Naomi Neill and retiring Secretary, Philip Eilenberg. With just one nomination for their replacements, Michael Midgley, Philip Eilenberg, and Geoff Walls have been elected to fill the respective posts, with Stephen Atkinson being appointed Financial Reviewer, and George Urquhart becoming our National Events Co-ordinator. The National Executive has reappointed the Membership Secretary, Rob Carthew; the Technical Liaison Officers pre-WW2 Eddie Riddle and post-WW2 Roy Tilley; and Tom King continues as Magazine Editor.

Most of the discussion at the AGM concerned the Club's financial position. Various ideas for boosting our income were suggested, bearing in mind that the new subscription level, which after 10 years or so needed to increase to cope with the inflation which has overtaken us all, will not come into effect for renewals until the 2011 year. A special levy on each member was one solution, but a one-off return by the three Regions of this year's Regional Levy seemed to be the best solution. This would obviate the need for the possible reduction of our magazine's publication, but of course our finding new advertisers would make our Club and its magazine much more secure.

If any of you would like to advertise in our pages, our magazine editor would be overjoyed to quote you for advertisements.

Richard Hadfield stayed in the chair for the duration of the meeting, and wound up the proceedings at 6:22 pm, after which there was a bit of a scamper to remove travel stains and have a little time at the bar before we were called to dinner, when 57 of us sat down.

The evening went all too quickly, as did what was left of the night, and we woke to a cloudless sky and an atmosphere so clear that those amazing volcanoes seemed to be almost within reach. Most of us did justice to the breakfast available, and the judging of the Concours d'Elegance had been completed before your reporter emerged to admire the assembled cars which had been lined up on the road leading down from the Chateau.

Included in our Registration, along with a fixed price dinner, was a thoughtful collection of snacks wrapped in a napkin suitable for your picnic gear or for tying around your stick as you leave home to seek your fortune in the world, and a light luncheon on Sunday. Before this, the Six Pot Group met in one of the hotel's conference rooms for Ivor Aspinall's address, and despite not at present having an eligible car, your reporter felt welcome in the notably inclusive atmosphere of this Group.

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



The Six Pot Group at play en route to Chateau Tongariro in George Urquhart's photograph

The questions and answers appear on page 11, but to the question "What was Ivor's favourite Company product?" he responded that it was the Phantom II, a straightforward design which was "right" in every aspect. He was less complimentary about its successor, feeling that its complication can be daunting, and that at a constant 100 mph the downward movement of the fuel gauge can be easily observed. He then mentioned that the Lancaster could achieve 1.6 miles per gallon, and suggested that was better than a Phantom III. After an impish pause, he pointed out that the Lancaster had four engines...

After we absorbed Ivor's wisdom, delivered with his delightful sense of humour, it was time for our lunch, and then Lois Hadfield, with our new Chairman lurking, presented the trophies. These went to Rob Carthew for Best Bentley, 1951 Mark VI B101LH; best Rolls-Royce to Winsbury White for his 1996 Silver Spur II SCAZN20C3VCH59028 (sporting a "Turbo" appellation too); and the Sir Walter Norwood Trophy was awarded to Norma Eilenberg for her support of Philip (a new tradition instigated by our Chairman) as he restored his 1951 Mark VI Bentley B372MD.

Philip's dedication to the restoration has been utterly exemplary. Your reporter happened to be on hand five-and-a-half years ago to see the newly acquired Bentley, and the contrast between its state then and now is quite remarkable. Some photographs in this issue will whet our appetites for Philip's account of the restoration which we hope he will write for our magazine.

Again, many thanks to Rod and the Northern Region for their organisation of our Annual General Meeting weekend. Next year the AGM weekend will be held in Marlborough at Easter, and the Southern Region is at work organising the accommodation and venues. With the historic flying being held that weekend at Omaka, Marlborough will be a busy place, and we will need to organise our numbers early. We hope to see you all there.



(From left) Michael Midgley, in a characteristic blur, has just presented the Sir Walter Norwood Trophy to Norma Eilenberg, while Lois Hadfield aids and abets



(Above from left) Winsbury White, Philip Eilenberg and Rob Carthew with their respective trophies



Rob Carthew's photographs of (above) our retiring Chairman Richard Hadfield at Omori Winery, and (below) Rachel and Stephen Atkinson at Chateau Tongariro dinner



(Right) George Urquhart's photograph of Club cars at rest in the Chateau Tongariro garage (below) Michelle Simpson flanked by Bruce Topp and Richard Waterson



(Above and right) Laurie and Anke Haines suffered a blow-out in their Silver Spirit on the Friday, and in Rob Carthew's photographs, while Laurie works, other Club members enjoy the opportunity for a break.



*(Above) Two views of Norma and Philip Eilenberg's Mark VI Bentley B372MD
(Below) The "Home" Model Mark VI B372MD on the left and Rob Carthew's "Export" Model B101LH on the right with Richard Waterson, John Stewart and Stephen Fowler in attendance*



Six Pot Group Historic Battle Sites Visit (Account and Photographs by George Urquhart)

The final activity for the year commenced with a home made morning tea at 1159 Great South Road, Runciman. This rural section of the Great South Road, once part of the main route from Auckland to Hamilton, contains a number of well established farms. This one, the home of Ray and Anne Clarke has been the Clarke property for 150 years and has now spanned five generations.

Ray is a keen motor-cyclist and long serving member of the Vintage and Volvo Car Clubs and amongst the memorabilia in his garage is a fine collection of registration plates. Our host is also a member of the local Historical Society, and it was in this capacity that we enlisted his services as our overall guide for the day. The programme called for us to all arrive at our first stop at 10-30 a.m. After our entourage of eighteen potential historians had enjoyed Anne's delightful cooking, we departed in seven Club cars.



(Above) The Pukekohe Presbyterian Church
(Left) The Redoubt above Tuakau



Richard and Lois Hadfield had as a passenger in their recently acquired Bentley Arnage, the Central Region Chairman, and so we had the pleasure of welcoming Roy Tilley as a visitor to our little group. We readily appreciated that the Hadfield Rolls-Royce 20/25 was otherwise engaged on a very important mission — conveying Santa Claus at the Henderson Christmas Parade.

We arrived at the 1863 Pukekohe Presbyterian Church. Mrs Susanne Stone, chairman of the Pukekohe East Church Preservation Society Inc, welcomed us as we alighted from two Rolls-Royce 20/25, two Bentley Mark VI, a Bentley R Type, Bentley S1, Rolls-Royce Cloud III and the Arnage. These had made a grand sight to behold along the ridge road, with the church and

(Below) Max Morris and Glynn Williams beside Max's R-Type B107ZX

the distant Pukekohe township as a backdrop.

We drifted through the newer and then the older portion of the cemetery, the latter containing evidence of a conflict. We were soon to learn of the circumstances resulting in the bullet-holed headstones. The building also shows scars from the Battle of 14 September 1863. I found Mrs Stone's presentation, covering this part of our nation's history, to be very absorbing and moving, and a tribute to our pioneers' rugged determination, and steadfastness as they fought for their fledgling community. The Waikato tribes were becoming very powerful. They supplied Auckland with food and had become an economic force. King Tawiao had established a boundary south of the Hunuas. He warned that if soldiers crossed this line, "the fire was in the fern," meaning it would be a declaration of war.

The Government was building a military road from Auckland and had reached the boundary. This incensed the Maori, who retaliated by attacking British convoys and settlers on outlying farms. The settlers held off the 200 Maori warriors who came down the Waikato



River in three war canoes, and attacked the church. This had been fortified with a stockade, with a one metre deep trench, and was reported in detail by William Morgan.

Although a local settler, he was also a correspondent to a number of London newspapers as well as New Zealand papers, *The Daily Southern Cross* and *The New Zealander*. His journals held by the Preservation Society are an outstanding record of daily life in the Colony. Thoughts of the 14-year-old MacDonald boy feverishly reloading muskets for the men as they fought not only for their own lives, but preserving those of the women and youngsters who had been evacuated to Drury, defies my imagination.

Noise of the battle alerted more distant settlers who hurried to join in the defence of the Church from the outside.

In 1929, the minister and his congregation placed a memorial plaque inside the church naming the 10 defenders, and another plaque on a boulder in the cemetery honouring the attackers.

Examples of settler's muskets, and the twin barrelled, preferred by Maori, were shown by Susanne's husband. At the conclusion, thanks were extended to Mrs Stone and her assistants, and we drove off to visit the Alexandra Redoubt named after Princess Alexandra of Wales.

This redoubt high above Tuakau, with a commanding view of the Waikato River and now the road bridge to Port Waikato, was built by General Cameron. The trenches and flagstones that were in front of the soldiers' tents are still there, as is the site of the water well.

The tour notes we supplied for each car, included the Queens Redoubt at Pokeno, followed by Whangamarino Redoubt, both built by General Cameron's Imperial and Colonial Forces. The later redoubt is equipped with two 40-pound siege guns, the target for which was the Meremere Pa located just past the site of the old power station, which has in turn been superseded by a recycling station.

A more modern point of interest, as we proceeded to the adjacent motorway, was a view from a hill-top of the newly completed Hampton Downs motor racing complex. As luck would have it, a classic car practice race was in progress.

Our destination and lunch stop was the Rangiriri Battle Site and Heritage Tea Rooms. Waiting there to join us were John and

Maureen Stewart. Their Rolls-Royce Dawn added another Six Pot to our group.

With the onset of warmer weather in November 1863, and the arrival of the gunboat HMS *Pioneer*, Cameron attacked Meremere only to find it abandoned. The Maori had withdrawn to Rangiriri, their second line of defence. Rangiriri was superbly situated and the pa defences most ingeniously constructed. A ferocious battle ensued. It rained heavily, causing the Maori powder to get wet. All of the soldiers and the 36 Maori who were killed were buried in the churchyard.

After lunch we viewed the DVD on the Great Battle of Rangiriri. As well as thanking Ray, we presented him with a cheque for \$50, to be passed on to the Pukekohe East Church Preservation Society. A rather interesting artefact from the Rangiriri battle is located alongside the Waikato River in front of the Mercer Fire Station. This is the armoured turret from *Pioneer* with a statue of a soldier in battledress standing on top. We visited this on our return journey as we had earlier been conscious of our lunch appointment time.

A DVD of the group's outing, and Mrs Stone's complete presentation, is available for loan from Roy Tilley and Tom King.



The Six Pot Group's morning tea stop at Ray Clarke's motor house

Six Pot Group Questions and Answers with Ivor Aspinall (Chateau Tongariro 21 March)

Ivor Aspinall joined Rolls-Royce Limited as an apprentice in 1935, only two years after Sir Henry died, so is the sort of link we here, remote in time and space as we are, can only marvel at. Ivor and his contemporaries on the outbreak of World War 2 were supposed to join the Derbyshire Light Infantry, but since that would have left them remote from their engineering skills they enlisted en masse in the Royal Air Force, an action which gained them a black mark in the Company's estimation. Ivor trained as a pilot and then served as a flight engineer, completing one-and-a-half tours before being removed from flying duties to be appointed to a Special Service Unit. This entailed a great deal of travel in circumstances which really require a book to do the details justice. The constant high altitude at which the Lancasters operated did permanent damage to Ivor's hearing.

After the War Ivor was expected to return to Rolls-Royce Ltd to complete his apprenticeship, but returning to those wages was not a viable option for him, so he joined the local Rolls-Royce agent and served a total of 51 years with Rolls-Royces, before "retiring" to continue as a consultant.

Here are the Six Pot Group's questions, moderated by George Urquhart, and Ivor's answers:

Q1 As the oil to some of the components lubricated by the foot operated chassis pump, such as the rear spring shackles takes time, in spite of the metering jets, would it be prudent to activate the system say a day in advance when some time has elapsed since the vehicle was last driven?

A1 Yes, a very good idea, but don't overdo the pumping, as too much oil will go straight into the clutch through the connection to the clutch throw-out bearing. Generally, operate the foot chassis pump at the beginning of a journey, and then again at the end.

Q2 On my 1933 20/25 GSY12 the breather tube from the

crankcase that is connected to the carburettor air intake acts as a passage for oil as well as fumes, and whilst the fumes disappear into the induction manifold, oil accumulates in the air intake chamber. Should I be concerned?

A2 Oil present in the air intake chamber means there is too much oil in the engine. The cork float can absorb oil over the years, so that a faulty level reading is given. This extra oil will not cause any damage, but the engine will tend to burn, and therefore waste, the excess oil. To ascertain the correct oil level, drain the oil, then refill to the manufacturer's capacity of 1¼ gallons to ensure the correct oil level.

Q3 The reverse button in the centre of the gear lever vibrates with an accompanying "buzz" at a number of places during the usual rpm range, and I had



(From left) Michelle Simpson, Ivor and Doreen Aspinall

diagnosed engine mounts that are “past their optimum life cycle”. I was recently surprised to learn that Ed Pollard’s 1930 20/25 GNS30 that has new engine rear rubber mounts does likewise. Have you suggestions as to what can be a cure?

A3 A vibrating reversing button at such speeds as 10 mph, 18-20 mph, and 40 mph means the crankshaft vibration damper is not functioning correctly. It should be set to 17½ foot/pounds.

(Ivor has supplied Service Instruction Leaflet RR/E5 dated 2/9/1948; a copy is available from the editor)

Q4 Some time ago I was delighted to be presented with a can of Castrol WP Grease. This thick, yellow, waterproof grease came from a friend’s farm, and could be half a century old as I think it’s many a long year since it was available off the service station shelf. I triumphantly filled the grease cap on my water pump. Recently however I read an article on “Radiator Care” and was rather deflated to find that this author was emphatically advocating a “soft, low melting point grease” that will not block the radiator tubes; your thoughts please on this.

A4 Yes, the WP you have been given is excellent. Generally, use heavy grease, such as Castrol W1, in the water pump, with 1½ turns each 500 miles.

Q5 Less than desirable steering seems to be prevalent with our 20/25s. Most of us are familiar with sticking Worm and Nut, and it’s not this question that I’m looking for improvement with this question, but rather the wandering when traversing other than a smooth surface at speed.

With toe-in as specified, the only adjustment that seems feasible is castor; many of us have experimented with wedges to alter this aspect, but so far I have not heard of other than limited, and generally dubious, success. One of our theories concerns tyre size; original fitment was 6.00 x 19 but we all seem to have settled on 6.50 x 19. Would you agree that a soft wall 6.00 x 19 could be worth trying?

A5 Add a small amount of Molyslip oil to the steering box. Regarding tyre sizes, there probably won’t be much of an improvement in ride quality with the smaller size, and a level acceptable to the owner is the goal.

Q6 Acknowledging the high standard of design, and the pursuit of engineering excellence which is apparent as soon as one works on our cars, I was rather puzzled to find that the front hub and brake drum assembly imbalance was not due to old, hard clumps



George Urquhart with his 1933 Freestone & Webb 20/25 GSY12

of grease, but that it’s somehow the product of casting and machining. Can you throw any light on this observation?

A6 Balance the whole assembly when a wheel or tyre is changed, and Twink the hub and wheel to indicate the correct spots to line up. Balance all four wheels and assemblies in this manner; the rear tyres can be so out of balance that they can wear flats. Remember the three sets of lead washers on each wheel, topped off with a finishing bakelite washer.



Rachel and Stephen Atkinson about to depart from Chateau Tongariro in their Silver Cloud 1 SGE326. This is the ex Ken White car about which Stephen wrote in our 05-4. Glynn Williams has commented on how “New Zealand” the car’s colours are, with the top and bottom sides of the Pohutakawa leaf and its blossom being suggested by the interior colour.

Gay and Winsbury White won the Best Rolls-Royce Award with SCAZN20C3VCH59028
In the background is the Chateau garage, which was made available to store our cars.





Elizabeth Mitchell's photograph captures the atmosphere of a summer garden party at Richard and Lois Hadfield's home

Richard and Lois Hadfield were our gracious hosts for this year's annual picnic. In past years we have assembled at one of the beaches at Shakespear Regional Park, all of which are on the southern side of Whangaparaoa Peninsula, and as such are usually exposed to quite strong and cool breezes that seem to always come from the south or south-west. Apart from that it's a great location and it offers nearby toilet facilities, although permeated by the usual pleasant odours that one has come to expect from public facilities! Even less frequently we have held the picnic at Vellenoweth Green in St Heliers Bay. It, too, is a great location offering the potential for a massive display of cars. It is very public of course and many passers-by are attracted to stop and view our cars. From the point of view of increasing awareness in our Club and our two favourite marques this location is quite desirable really! The use of this location, however, depends on how one views what a picnic should entail.

This year, for various reasons, the usual picnic locations didn't work out. Instead the venue was the country residence of our National Chairman Richard Hadfield and his wife Lois. Anyone who has been there before knows just how beautiful this location is. The house, a transplanted and beautifully restored, and added to, Ponsonby villa, sits high above the road at the end of a long gently curving driveway – or should I say, private road. Indeed as you turn off the road into the driveway you immediately go over a small bridge that spans a beautifully landscaped duck pond.

The driveway culminates in a large circle in front of the house, the centre of which is heavily planted. It was around the driveway that we all parked. I counted 18 cars in all (including an Audi and a

Mercedes Benz). Behind the house Richard had two of his Bentleys parked (including his newest, the Arnage and his ongoing yet roadworthy restoration project, the 1952 Bentley Mk VI drop-head coupé) so we had 20 cars, 19 members and 20 family members and/or their friends.

Forty-nine of us, with our picnic tables and chairs, were easily accommodated in the sheltered paved area outside the conservatory. Even the occasional spit of rain did not mar the enjoyment of the Garden Party. The only reason to go inside the house was to visit the facilities or to enjoy a guided tour by Lois. Those attending felt that this may have been the best picnic yet and again and again I heard that the sheltered, shaded and warm aspect was highly valued.

Of all those attending the Garden Party it was wonderful to see Beth and David Merryweather. Beth has experienced more than her fair share of health problems over the past year and we continue to wish her well. It was also nice to see Brent and Elizabeth Mitchell and their two sons. Brent's 1952 R Type Bentley has been off the road for the last two years while he undertook a major engine restoration, and only the day before had had to work on a frozen brake. The car looked as magnificent as ever. Simon Longuet-Higgins turned up in his new "toy" a Bentley Continental GT. His description of its ride handling ability would be enough to encourage the rest of us to buy one. I actually think he likes it better than his SII. It was also really nice to welcome newer members, Chris Devereaux and Barbara, who thrilled us with their beautiful green 2000 Bentley Arnage Red label. The colour is quite stunning.

Rod Newport



Elizabeth Mitchell's photograph of their R-Type B182SR, a welcome sight at our events after a two-year absence

While it rained off and on all morning and a bit into the afternoon, it had almost no effect on the number of cars that turned up, and although the afternoon was excessively humid, the effect was negligible on visitor numbers. The long line of cars entering the show before 10am also had no effect on the success of the event and neither did the difficulties some of us experienced in getting our cars to their allotted display area. Indeed this year was one of the best yet for our Club. We had 14 cars on display and because of our location a steady stream of visitors milled around our cars all day long.

In past years our display area was split between a lower grassed area and the sealed area at the main visitor entrance. This tended to be quite divisive with regard to the Members getting together. This year, however, our cars were blocked from access to the grassed area for a while, so we abandoned that area and brought all the cars together in the one sealed area. We were able to use an adjoining area also, one designated for vintage Bentleys (to use the term on the show map). Quite why this area was designated such I don't know, as there were no vintage Bentleys last year and none this. Happily this gave us the advantage of an additional five spaces, all under the



Rod Newport's photograph of the preparations for our stand at the Concours and Car Show

cover of shade trees. It didn't take long before our Members found this area and set up a few picnic tables and chairs.

The success of our display was enhanced by the addition of a 2008 Rolls-Royce Phantom Drop-head Coupé. It is for sale at Continental Cars in Newmarket on behalf of the owner, who kindly gave permission to display it along side our own cars. Quentin de Groot, the Sales Manager at Continental, and his team deserve our appreciation for their support. Indeed it very nearly didn't happen

when the car failed to proceed around midday Friday due to that age old problem caused sometimes by under-use: a flat battery — or, in this case, two flat dry cell batteries, which take 48 hours to fully recharge. The car got about 24 hours and happily this was sufficient. What a strong visitor magnet this car was. Comments ranged from loving it, to wow, to yuk! Well, you can't please them all!

Around mid-afternoon I had the pleasure of a short conversation with Auckland Mayor John Banks. While there I opened the driver's door of the 2008 Phantom for him and he sat behind the wheel while his daughter took a photo — and, you know, I didn't get the impression that he hated the car; quite the opposite in fact.

No such event report would be complete without thanking our Members who turned up that morning. Philip Eilenberg displayed his beautifully restored 1951 Bentley Mk VI. What a spectacular

job! Paint, upholstery, carpet, engine... nothing was left untouched. He should be very proud of what he has achieved.

The other 12 cars were as follows: 1933 Rolls-Royce 20-25 (George Urquhart); very recently repainted 1933 Rolls-Royce 20-25 (Max Morris); Rolls-Royce Silver Cloud I (Stephen Atkinson); 1960 Rolls-Royce Silver Cloud II (David Merryweather); 1971 Rolls-Royce Corniche (Kevin Williams); 1974 Rolls-Royce Silver Shadow (Peter Romer from Whangarei); 1975 Rolls-Royce Silver Shadow (Bob Coughlan); Rolls-Royce Silver Wraith II (Bob Coughlan); 1979 Rolls-Royce Silver Shadow II (Rod Newport); Rolls-Royce Camargue (Selwyn Houry); 1939 Bentley 4.25 litre (Berwick Taylor); and 1952 Bentley R-Type (Brent Mitchell).

So there we were with a range of cars and styles from 1933 to 2008. Not bad!

Rod Newport

Central Region Report - British Car Day Photographs by Ian Tilley



Barrie Bensemann's superbly restored Silver Cloud III SEV249 and its very detailed 1/12 scale model



Jeff Jones's and Dean Gillatt's Continental GT CO23824



Jeff Jones's and Dean Gillatt's Silver Cloud I SWA82



Barrie Bensemann's Silver Cloud III SEV249 again

Welcome to the following new members

Tony and Sue Sanders, Tasman Heights, 106 Tokongawa Drive
RD2, Motueka, Nelson 7197 Ph 03 5278575 021 157 3431 e-mail tony@kingtons.com
Bentley Mark VI 1950 DTB 121 Chassis B555FU and (housed in the UK) Arnage T 2002 Standard Registration 1TRS Chassis number not known

Southern Region Report



Standing beside our Past Chairman Peter Morelli's 8-litre YX5114 are (left to right) new National Secretary Geoff Walls, new National Chairman Michael Midgley, Andrew and Bruce McIlroy.

The summer down here has been late in arriving, but was appreciated when it arrived in late January.

On 31 January Southern Region members were invited by Bruce McIlroy down to Ashburton, where members of the Bentley Drivers' Club were about to start their tour of New Zealand. Our members, Mary and Peter Morelli, competed in the entire Tour with their 8-litre Bentley YX5114, while Lois and Richard Hadfield took part in some of it. We hope to have a full report in a future magazine.

As the photographs show, the weather was superb, and this continued for the full month of February.

Our new National Secretary Geoff Walls had the idea for a picnic

run to visit some of the landscape artists who abound in mid-Canterbury, so for 28 February we planned to meet at Rakaia, then journey to Geraldine to the studio of John Badcock. That morning coincided with the serious tsunami warning for the Canterbury area, so at short notice we made the decision to cancel the event; unnecessary journeys were avoided, and we would be at home in order to do whatever one can if a tsunami strikes. As it happened, the low tide meant that the 1.9 metre wave which came ashore at Lyttelton Harbour did no damage, but what could have happened certainly gave one pause to think.

The McIlroy family were all ready to go, so had a picnic run in their Silver Ghost 60ZG, again in perfect weather, and on a quiet rural road were more than faintly surprised to meet Rick Brown in his Peking to Paris Challenge winning 1923 Silver Ghost. The odds against two Rolls-Royce Silver Ghosts meeting by chance were slightly enhanced by Rick's undertaking more of his serious touring

in his car after some maintenance in Ashburton, before shipping it home to America.

We had another attempt at short notice to hold the event on 7 March, with the same rendezvous. John and Linda Badcock were not available on that day, but Geoff Walls had made contact with the Deans family at Peel Forest near Geraldine. Since March can start getting a tad autumnal, Plan B involved a café, and Stephen Fowler did a test of the café at Stavely to pronounce it acceptable; where matters gastronomic are involved, Stephen is trusted by us all. Unfortunately the fine



Standing around marvelling at the Bentley Drivers' Club cars are (left to right) Stephen Fowler, George Calder, Alastair Scott and Donald Wright. Your editor's research capabilities have been foiled by this car, which seems to be a Van den Plas 4 1/2 litre Tourer. Beautiful, isn't it?

weather meant that he was unable to join us on the day, for hay raking commitments kept him going in circles all afternoon.

Four Bentleys departed in grey but improving weather from Rakaia: Ramon Farmer with your reporter aboard in his 1937 4¼-litre Park Ward Saloon B175KU; Geoff Walls with his mother and friends in the “big bore, small boot” Mark VI B274MN; Helen Ridgen with her brother and sister-in-law in the S3 B292HN; and Anthony Dacre in his Green Label Arnage SCBLB51E1 XCH 01708. We travelled by Thompson’s Track towards the foothills of the Southern Alps, and by the time we met the McIlroys in 60ZG at Stavely the weather was warm and sunny. Stavely is remembered fondly by Anthony Dacre, but this was his first return visit there since 43 years ago taking part in a church youth group outing, returning to evensong in Christchurch where he and Joanne decided that they should marry.

Canterbury has a fine network of interesting roads, and we enjoyed them as we travelled towards Peel Forest near Geraldine. Here amidst native bush we visited the home of Steve and Jenny Deans, who run Peel Forest Homestay www.peelforestfarmstay.com and saw paintings by Steve’s father, Austen Deans. A.A. Deans is one of our foremost landscape artists, and at the age of 94 still has keen eyesight and a steady hand to continue his painting in watercolour and oils. The survivor of the five New Zealand war artists surveyed in Jenny Haworth’s *The Art of War: New Zealand War Artists in the Field, 1939 – 1945* (Hazard Press 2007), his work is inspiring. A biography of Austen Deans is to be published shortly.

It was another pleasant day in good company, and we marvelled again at our good fortune to be able to enjoy quiet countryside which is so close to and accessible from the city.



Southern Region members at Stavely, birthplace of Northern Region Richard Waterson. Kate McIlroy has been successful in some rock climbing.

Letter to the Editor



Bill Hamilton with one of his earlier inventions, called a Shingle Spreader, mounted on the 4½ litre Brooklands winning Bentley HF3198. Photograph courtesy of George Calder; it was published some years ago in “Beaded Wheels”.

Dear Tom,

I was very interested in the photos of C.W.F. Hamilton (Magazine 09-6) taken on the day that he won the three races at Brooklands. I had not seen these photos before.

Some years ago the Hamilton family had a museum at Irishman Creek which was open to the public, and those white overalls which Bill was wearing in the photos were on display. They also had the receipt from the London tailor who made them to measure. The three tankards which Bill won were also on display. They

were all identical, from memory about 6” diameter and 8” high; obviously they did not expect the same driver to win all of them!

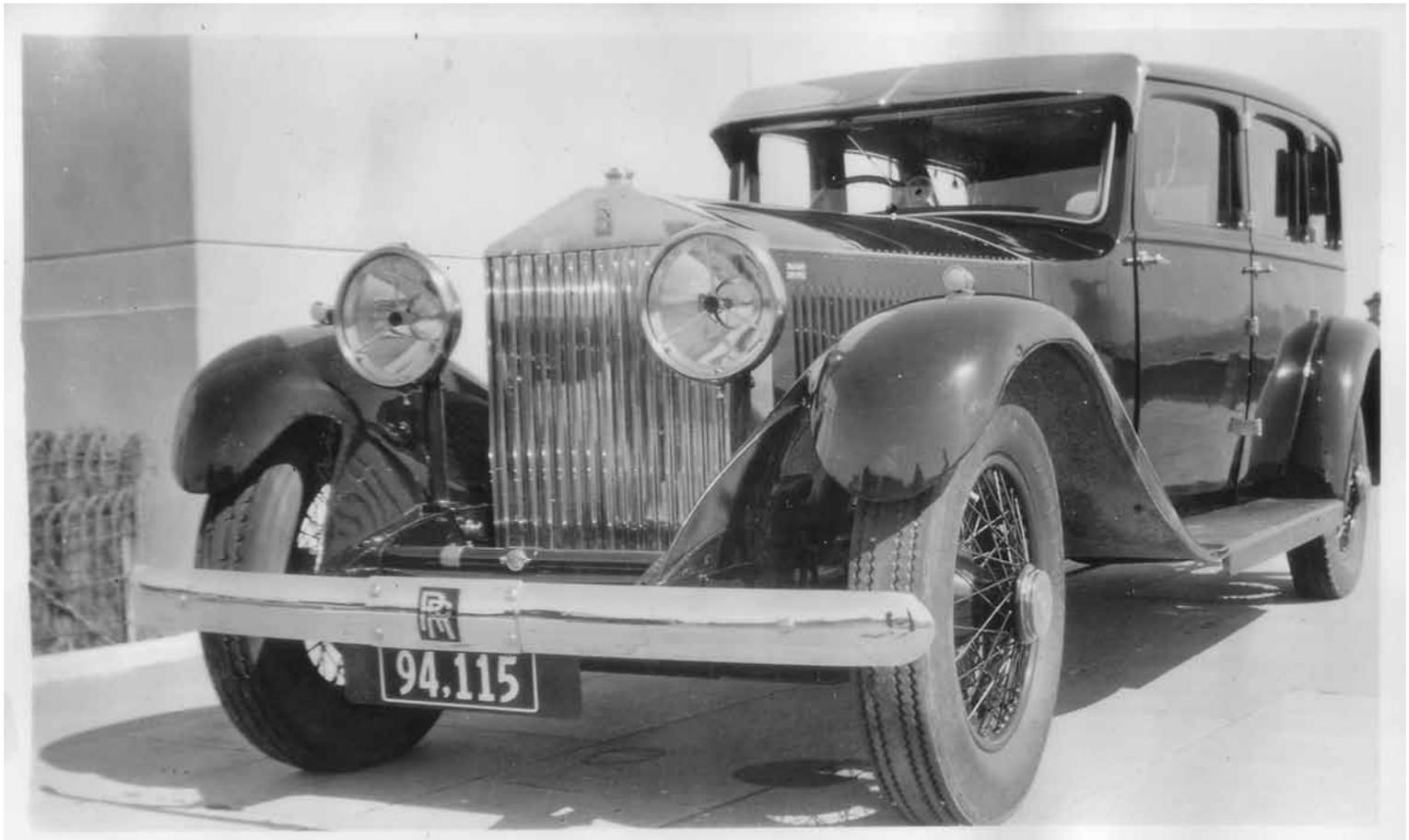
Another wonderful “Bill Hamilton” story was told to me by the late Brian Hayman of Tasman Downs Station, which is near Irishman Creek. Brian lived on Tasman Downs throughout his life. As a 12-year-old boy, in the early 1930s, he was due to go back to boarding school in Christchurch on the bus after the holidays. His mother, however, had been talking to Peggy Hamilton, who said that Bill was going to Christchurch on business and could take Brian with him.

Brian was duly taken around to “The Creek”, as the locals called it, in the family Reo, which would do about 40 mph on a good day, and off they went in the 4½-litre Bentley with Bill travelling mostly around 70 mph, and all of it on shingle roads. When they finally got to the “concrete” road near Christchurch, Bill took the 4½-litre up to 100 mph, and then tapped Brian on the arm and tapped the speedometer just to make sure that he was paying attention. It says something for the road holding capability of the 4½-litre that Bill could hold it steady at 100 mph with just one hand!

Cheers,

George Calder

(Engineer with C.W.F. Hamilton 1966-88)



George Banks's photograph of 3GN with the Johnson & Smith coachwork. Your editor knew the late Norman Smith fairly well, but didn't know enough to realise that the family firm, which Norman joined as an apprentice in 1929, built a body for a Rolls-Royce. They, along with the other Christchurch firm Stevens, built some very attractive polished alloy bodies on the initiative of the local FIAT agent W.B. Scott for the FIAT 501S.

Jim Sawers writes:

For me Roy Tilley's story of RROC was very appealing indeed, and he deserves our congratulations for his well researched story of the Rolls-Royce Owners' Club of NZ. Having not so long ago completed a book on the history of my family dating back as far as 1750 in Scotland, I do have some understanding of the painstaking work involved in researching and producing such an article. Well done indeed.

Regarding the Phantom II (3GN) which was initially imported by George Banks as a running chassis, and then bodied by a Christchurch firm, this later belonged for some years to a good farmer friend of mine, Jim Sullivan, who lived at Otaio south of Timaru, and was very well known in Vintage Car Club circles, serving a term as National President, as well as in Bentley circles. When the Christchurch built body gave up, a Humber Super Snipe body was fitted to the car.

By some very clever body building the new body was successfully 'married' to the original car, which retained its complete front including bonnet, scuttle, guards and running boards, as well as the original dash board compete with all original fittings. Somehow a fine job was done in making the 'suicide' front doors fit into the original scuttle, and although the car always looked almost grotesque to us puritans, it performed well and was very satisfactory. Later Jim Sullivan had two side mounted spare wheels fitted into the front mudguards, and this transformed the appearance of the car, by somehow giving it a much more traditional appearance, and later still when the top above the waist was painted silver against the

black it improved again. However, the fact the Humber body was shorter than the original, meaning that the arches of the rear guards had to be cut to accommodate the larger diameter Rolls-Royce wheels. In order to centre the Rolls-Royce wheels in the guards, the rear part of the wheel arches had to be cut away substantially while the front edges were left virtually untouched, as you will notice. In spite of always looking so odd the conversion was very cleverly accomplished. When Jim Sullivan died circa 1986 the car was sold, but I know not to whom.



A recent photograph of 3GN, showing the Park Ward coachbuilder's plate which has sprouted on the otherwise perfectly acceptable Thrupp & Maberly ex Humber Super Snipe body.

When I communicated with Roy about all this he replied very kindly with the attached photographs which show the Phantom in its current livery since being sold to a UK Dealer in 2008. I hope you find this prattle of mine interesting. See attached photos which combined with those published in the Magazine tell a tale. Interestingly the car has now reverted to its original front bumperless state.

Jim also owned a Phantom II long wheelbase hearse, which he imported complete and in excellent condition from England circa 1970. This was a huge vehicle which nowadays would probably have sold quite readily to a funeral director, as some similar hearses have done. On each side of the casket there were three jump seats for the pallbearers, who in England were often then employed for the purpose. Below the slightly raised floor was a compartment which could accommodate a second casket. Consequently the rear hatch door was divided to provide independent access to each casket. Some years later, circa 1980 I think, this hearse was sold to the late Bill Chamberlain of Christchurch (father of John Chamberlain) who had the body replaced by a very beastly looking close-coupled coupé body with a large rear luggage box, by Auto Restorations in Christchurch. The car has since been sold and John Chamberlain would no doubt know to whom. Maybe you already know.

Another interesting car which Jim owned was a Mk VI Bentley DHC by Park Ward, which he purchased sight unseen from Adams and Oliver of London about 1973. When the car arrived in New Zealand Jim discovered there was substantial rust damage to the rear chassis, so was successful in claiming some compensation from Adams and Oliver. The car was in its original colour of Pacific Green I think, with grey upholstery. Jim kept the car for some years and in 1975 when Dave Bowman died in Christchurch Jim drove four of us from Timaru to Dave's funeral in it. Later it was sold to Brian Conroy of Timaru, who during his ownership I believe had the rust damaged rear chassis repaired and the car was repainted silver. Circa 2006 this car was for sale at Bruce McIlroy's showroom at Ashburton for some months and last year was sold by Fazzaz in Christchurch to our Chairman Richard Hadfield. This car is featured on page 5 of Issue 09-1.

Tommy Thomson, father of Scott, used to own a Rolls-Royce Ghost Tourer which he 'cut down' for use in hill climbs etc. When telling me about this car he expressed regret at having mutilated the car in that way, but of course in those days such activity was common enough. The bones of this car later were owned by a Mr McMurray in Timaru, who took the car to Blenheim when he shifted there circa 1965. Later again it was sold and completely restored into a superb tourer. Circa 2006 when I called to see Bruce McIlroy at Ashburton, this car was in Bruce's 'Hospital' having some minor work done. At the same time Scott Thomson's Phantom 2 as well as his S3 Bentley were also in Bruce's 'Hospital', so it was a rather unique occasion to see all three ex Tommy Thomson cars there at the same time. I presume that the T.A. Thompson mentioned among 1963 members of RRCCNZ is actually Tommy Thomson.

Roy Tilley adds:

I have just a couple of small corrections to Jim's comments re the Phantom II 3GN.

Firstly, whilst it was imported as a running chassis, the first owner was R G Hudson of Dunedin, the chocolate man. The Rolls-Royce factory records show this quite clearly, with the date against his name being 3 March 1930. George Banks is shown on the same record card as the second owner from 7 November 1950, though I believe there were two other owners during the war whose names were not recorded by Rolls-Royce, they being otherwise occupied.

Secondly, I understand from Doug Banks, George's son, that the Johnson & Smith body was replaced only because of its old style, NZRR&BC Issue 10-2

not because it had deteriorated significantly. I was talking to Doug about this recently, and he stressed that it was still in excellent condition but George wanted a more modern looking car, which of course he achieved with the Super Snipe body. And of course George did all this work himself, as shown by further photos from the family album which I shall forward shortly, together with a copy of the record card.

For your information, the Rolls-Royce company records list further owners as Colburn Wright, Hastings 12 May 1958, Dr Ken McMillan, Invercargill 10 August 1961, Jim Sullivan, Timaru, date unclear but probably 29 September 1965. If Colbourn Wright purchased 3GN in 1958, it would appear George Banks did not own it when the RRCC began, presumably in 1960, but at that time owned the 25/30 GWN55.

The UK purchaser late 2008 was a car dealer, one 'Lord' (?) Alexander Reid Entwistle of Chester. He states that the current UK registration is BF5008.

Scott Thomson writes:

Regarding the PhII originally imported for Mr Hudson of Dunedin, my father, T.A. Thomson, knew the car quite well. The Hudsons made frequent trips to Palmerston (Otago), where they had a property, and to Hanmer. Dad and Mum saw it one day just north of Palmerston, abandoned their picnic and gave



3GN photographed by George Banks (below) and the recent showroom view (above)



chase in the family Austin 20. Ever enterprising, Dad decided the Phantom II had turned off. Next week the Hudson chauffeur was in Thomson's office for some thing and stated, "No, they were going to Hanmer." He said that once over the Kilmog, he cruised at 70mph, well beyond the Austin's maximum.

The speed of the Rolls was brought home to Dad one day when out for a fast run in a friend's sporty Austin Kempton Greyhound. There was a strange noise not coming from the Austin and next instant the very large red car swept past. The car was reputed to go up High St, Dunedin, in top gear – at least as far as where I think Hudsons had a house. Dad tried numerous times to do this with 101RY but never could – possibly the higher Continental gearing, or just a myth?

I gather mythology has it the chauffeur always picked up assorted Hudsons for Friday shopping, but think this probably only happened occasionally, as they all had very adequate cars –

Bentley, Hudson, Daimler to name a few. The chauffeur normally wore civvies – not uniform – and dark glasses when driving.

Unfortunately, it was involved in a serious accident just south of Palmerston, turning on to the main road. The bus it hit was in worse state. When Mr Hudson died, Dad tried to buy the car – he had 1FW at the time – and, it being the middle of the war and no petrol, thought he might get it for £150, all he could afford! Bidding started at £300 and I think he said it went for £450. It was nothing like as good a car as 101RY, five years later, but a worthy and impressive Rolls-Royce, just the same. Ken McMillan told me he once saw 88mph on the speedometer. I only remember it with the dark green Rootes body, which certainly looked quite good, and much better than the original.

Gavin Bain writes:

I too remember Jim Sullivan's Phantom II 3GN. It was a perfect car for Jim with his large family and he did many, many miles in it.

The car was in fact sold by Jim before he died. It went to a particularly nasty little man who approached Jim on hearing that the car might be for sale, and spun him a story that he and his wife had been saving very hard for several years to hopefully purchase a car like this which they could use on vintage events with their children. And the car would never be sold of course they didn't have as much money as Jim wanted, but Jim being the lovely man that he was sold them the car at a reduced price.

Within a week it was gone!

I seem to recall that the car went off to the UK at that time, not just recently as suggested by Roy.

I of course bought Jim's other Phantom II, 12MS, which Jim imported as a hearse from Adams and Oliver in the UK and then partly modified into a Sedan de Ville. I had photographs of a magnificent Barker Drop-head Coupé which I wanted to replicate, and so stripped off the modified hearse body.

In chassis form, with a seat bolted to the floor frame I ran it at one of the early Vintage Car Club racing days at Ruapuna. It was one of the best handling cars I have ever driven!

It had an interesting history, having been delivered new with Sedan de Ville coachwork, to Miss Ella Newman, whose address was The Ritz Hotel, Paris. The car has Marchal electrical equipment, including the lovely big headlights, and interestingly the bulkhead lubrication plates etc were all in French.

Regarding the Thomson Ghost, 1FW, this was bought from Tommy in the 1950s by Derek Margetts, who wrote about some of his adventures with it in the little booklet we produced for the Centenary of the car in 1986. Derek drove it home from Dunedin in chassis form with an old style swivel office chair donated by Michael Haggitt, lashed to the chassis with rope. Derek sold the car after many adventures to Charlie McMurray of Timaru.

John Stewart writes:

The written word, especially when published, can frequently become the authoritative history on a subject, whether right or wrong, and as historical accuracy is fairly important in compiling a club history I would like to correct a couple of points regarding cars I have owned.

Firstly, Silver Dawn SDB112; the article states that the car was brought to a meeting of the Club by the new owner a Mr McParland. There is also a picture of the car entitled Mr McParland's Silver Dawn SDB112. I have the original ownership papers for this car and nowhere does a McParland name appear.

I have spoken to Alfred Keith, who was the first owner after the Slater family, (the original owners) and he confirms that the car was bought from Mr Slater's widow, by now Mrs Rothwell, through Giltrap Motors. Keith sold the car to McMeekin and I bought it from McMeekin. I believe the photograph is of Ivy Slater and her new husband Rothwell.

Secondly, Silver Ghost 47YG. The car was originally a Barker Tourer. Liston Wilson had it re-bodied in Auckland as a saloon in about 1938. At no stage was it a Barker bodied saloon as stated in the article.

Glynn Williams writes:

I enjoyed Roy Tilley's Brief History of the Rolls Royce Owner's Club of NZ Inc. Little wonder the club folded, as restricting

members to Rolls-Royce owners and no Bentleys certainly would have limited membership numbers ... very exclusive.

In the late 1960s in a Wellington back street parallel with Cambridge Terrace and near Shelley Motors there were some run-down single-storey terrace houses. One of these houses had two Rolls-Royces mouldering in the garden. They filled what would have been the front lawn; radiators to the street, boots on the front terrace, and the central path between the cars. One was large — probably a Ghost with 1920s coachwork, and a smaller one, probably a 20/25. Doubtless someone can enlighten us on these two cars.

The visit of Jack Vidler of Rolls-Royce Australia in 1967 and the reception put on by the Club rang a bell with me. My old school mate **Richard Matthews** attended that meeting. I was green with envy when I received Richard's letter dated Feb 1967 telling me all about it. Richard has kindly agreed to our printing his description.

“When John was here I gave him 2/6d for a share in his 1923 Rolls-Royce 20. This entitles me to join the Rolls-Royce Club, and I went to my first meeting last night. Nice buffet meal and met personally and for about twenty minutes had a private yarn with the Managing Director of Rolls-Royce Australasia. He is coming again in a few months, bringing a new Silver Shadow with him which we are all going to be able to drive — fab eh! So Matthews will be first to dent it! However I asked him why they put Rolls-Royce motors in Austins. Apparently they designed one for the army, same specs for a jeep as for a tank carrier etc. They then made another which was better because it will run on kerosene, methylated spirits, fat, whisky, plane fuel, diesel, oil of any type, called a multi-fuel engine so this went to the Army and they didn't know what to do with the other 6-cylinder motor design so they made those for BMC. Otherwise they have nothing to do with them. Rolls-Royce employs 55,000 workers, but only 4000 work on cars. Main overseas markets USA 1200 a year (60 a week made in the factory in England) Switzerland next of all places and THEN Australia. Someone asked why they didn't make a small Rolls - but a tractor cog can be made more easily than a watch cog, so in fact they would cost just as much as the large ones. The old cars are still selling three times as well as the new Silver Shadows. The difference in weight only 40 pounds. Performance slightly better, top speed much better in the Silver Shadows. Glynn, you would have been interested immensely with all the car talk. Interesting to see all the chauffeurs. Rolls-Royces outside the National Party Buildings — me sitting in them all one at a time. Women gilded with jewels climbing over each other's backs with social competition. Me bluffing my way through the real enthusiasts' names and addresses, invitations etc. Press there and I got my photo in the movie at the table smiles all round and I managed to rush up and open the door for someone before the driver, lights ablaze, people everywhere, movies on the subject, me royal waves and the Rolls glides off — that one only having done 2000 miles. One little twerp I spoke to had terrible sharp NZ accent, looked like Albert Steptoe and made rubbish tins, and to my horror thinking he was a barman or something invited me outside to see his 1958 Rolls-Royce. I would never have imagined him as a Rolls owner, jumping up and down with childish excitement with a wife who looked like a cross between Miss Nugent and a collie dog. So it was a great show.”

Roy Tilley adds: A correction, (no doubt one of many) to go into 10-02 please. Regarding the photo of Silver Dawn SDB112, discussion with John Stewart, its current owner, confirms that the people alongside it are not the McParlands, but most probably Mrs Ivy Slater, widow of the first owner, Frederick Slater, with her second husband, Mr Rothwell, who appears to have not only an artificial left leg, but also a carefully selective eye for ladies with desirable motor cars. Well done, that man. The McParlands' Silver Dawn, one of only three Silver Dawns to come to NZ, was not SDB112 as I originally believed, but was SDB138 which was registered CN1441 but now UT3212, currently owned by Roy Savage. The McParlands were the third owners of this car, it being New Zealand new, first owned by J R Butland Pty Ltd.

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4. "Coachwork on Rolls-Royce 1906 – 1939" by Lawrence Dalton
5. "Rolls-Royce Silver Shadow" by John Bolster
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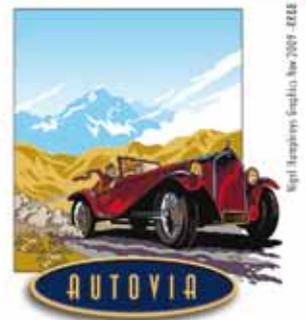


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