

# New Zealand Rolls-Royce & Bentley Club Inc

Issue 10-4, 2010



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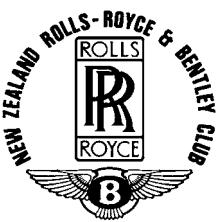
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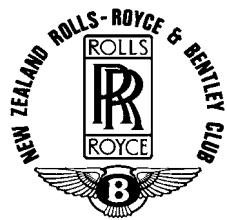
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## THE NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC)



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### NATIONAL EXECUTIVE:

**CHAIRMAN** Michael Midgley

RD 1, Culverden, Nth Canterbury 7391

Phone 03 315 6445 or Mobile 0274 148 145

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

**IMMEDIATE PAST CHAIRMAN** Richard Hadfield

242 Sunnyside Road, R.D.3 Albany 0793.

Phone: 09 448 2248

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

**SECRETARY** Geoff Walls

4/3 Karitane Drive, Cashmere, Christchurch

Phone 03 332 6387 or Mobile 021 786 652

Email [geoff@wallsnz.net](mailto:geoff@wallsnz.net)

**TREASURER** Philip Eilenberg

3B 21 George Street, Parnell, Auckland

Phone: 09 374 5901 or Mobile 021 928 041

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

**MEMBERSHIP REGISTRAR** Rob Carthew

85A Wharewaka Road, Taupo

Phone 07 377 4117

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

**TECHNICAL LIAISON OFFICER** Post WW2 Roy Tilley

204a Waiwhetu Road, Lower Hutt

Phone 04 566 0850 Fax 04 586 2937 Email [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)

**TECHNICAL LIAISON OFFICER** Pre WW2 Eddie Riddle

27 Edith Street, Fairfield, Dunedin

Phone 03 488 1121 Email [edjoyr@xtra.co.nz](mailto:edjoyr@xtra.co.nz)

**MAGAZINE EDITOR** Tom King

191 Sparks Road, Christchurch 8025.

Phone 03 339-8309 or Mobile 0275 880 767

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

**WEB MASTER** Rod Newport

2/4 Bay Road, St Heliers, Auckland 1071

Phone 09 575 1254 or Mobile 0274 887 117

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

**NATIONAL EVENTS CO-ORDINATOR** George Urquhart

9 Four Trees, Howick, Auckland 2014

Phone 09 534 1237 or Mobile 0275 341 237

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

### NORTHERN REGION

**CHAIRMAN** Rod Newport

2/4 Bay Road, St Heliers, Auckland 1071

Phone 09 575 1254 or Mobile 0274 887 117

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

**SECRETARY** David Fox

2/10 Royal Viking Way, Auckland 1042

Phone 09 626 4996 or Mobile 021 367 683

Email [david\\_a\\_fox@hotmail.com](mailto:david_a_fox@hotmail.com)

### CENTRAL REGION

**CHAIRMAN** Roy Tilley

204a Waiwhetu Road, Lower Hutt

Phone 04 566 0850

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

**SECRETARY** Martin Taylor

24 Rangiora Avenue, Kaiwharawhara, Wellington

Phone 04 470-7666

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

### SOUTHERN REGION

**CHAIRMAN** Michael Midgley

RD 1, Culverden, Nth Canterbury 7391

Phone 03 315-6445 or Mobile 0274 148 145

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

**SECRETARY** Tom King

191 Sparks Road, Christchurch 8025, New Zealand.

Phone 03 339-8309 or Mobile 0275 880 767

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

## 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.

<b>FEES:</b>	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](mailto:watcher@pl.net) or [www.nzrrbc.co.nz](http://www.nzrrbc.co.nz),

then APPLICATION FORM

## Club Shop

### BOOKS

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

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

### 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](mailto: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](mailto: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.

## Membership Changes

### We extend a warm welcome to the following new members:

Nigel and Jane Price

4 Valhalla Lane, Richmond

Nelson 7020

(03) 544 5532 (021) 323422

[j.n.holdings-nelson@xtra.co.nz](mailto:j.n.holdings-nelson@xtra.co.nz)

1924 Silver Ghost Barry Ford & Son Tourer

Chassis 57AU Registration 33055H

1996 Bentley Azure Convertible

Chassis SCBZK15C9TCH53836

Registration 96AZUR

Dr Greg and Mrs Vilma Beacham

P.O.Box 8533

Havelock North

2009 Bentley Flying Spur Chassis SCBBE53W58C058013 Regn: EYC60

George & Heather Nimmo

143 Turners Rd

Ouruhiia

Christchurch

1950 Mark VI Bentley B14JO

**CLOSING DATE FOR NEXT MAGAZINE: Deadline for receipt of all material Issue 10-5 22 September 2010**

*Front Cover: (From left) Andrew, Kate, and Bruce McIlroy are well protected as their Silver Ghost 60ZG travels along Lake Pukaki on the final run up to The Hermitage.*

## Mainland Comment

Mumble, grumble, cold, dark, damp, dank, winter, mumble, friends and club members swanning off to Port Douglas, civilised bits of Europe, auctions using the supposed power of our dollar, mumble, here we are left to try to come up with a Mainland Comment that will not send readers or writers off to do something naughty. Exporters concerned about the strength of the New Zealand dollar should send your editor to Britain, for that is inevitably the cue for a fall to about 20P for our dollar.

Your editor would like to acknowledge the help of Messrs George Barnes (1921-1977) and Carl Kress (1907-1965) in writing these notes, as their guitar duets, recorded for companies which neglected to pay their taxes, let alone their musicians, are sustenance for a chap fighting what could be perhaps dignified as Mainland Comment Block.

Another excellent way of dispelling gloom is to fire up the moribund Rolls-Royce or Bentley sitting in hopeful anticipation in the garage, point it towards the clear bit of sky, and enjoy the product of so many years of Company development. This has happened on several occasions recently; one was to meet others for the annual Southern Region mid-winter weekend at Mt Cook, and another was to meet for a Southern Region committee meeting to discuss the Annual General Meeting Rally at Blenheim during Easter 2011. Up to date plans are noted on Page 4 of our Club Calendar in this magazine.

The Tour de France currently gracing our television screens at ridiculous hours of the night has suggested a superb holiday, following the route of the 2010 Tour during (say) the Northern autumn in something like an S1 Bentley, through that glorious countryside from Holland, through the Ardennes of Belgium, to France and its neighbours Switzerland and Spain.

Comments have reached these pages of the reaction to the mention and photograph of Kyle Langstone on page 15 of 10-3, perhaps Kyle's first appearance in a national magazine, but surely not his last. Kyle's interest in his grandparents' hobby is gratifying, and if we are to keep these wonderful cars alive, we need to nurture interest in the next, and next-but-one, generations. It is easy for it all to be plonked under "Too Hard" as we get older, and we should be thinking about the succession of our treasures.

Rumours of a couple of disquieting developments have reached us; the first concerns personalised registrations, and has come to us from another club; *Have you purchased a car (of any make) which already has a personalised registration? If so did you know that you do not own that registration number and its plates, unless you have arranged a deed of sale with the vendor for the personalised registration, separately from that for the change of ownership of the car? If this is not done all sorts of legal problems can arise including possibly committing the offence of driving an unregistered car.*

The second has come from the Citroen web site [www.ds23.co.nz](http://www.ds23.co.nz), courtesy of our Southern Region Committee member Keith Hunter, noted keeper of balls in several courts, and in view of our sometimes being approached to provide cars for special events, it is worth quoting in full:

*With the surprise arrival of redundancy at the end of last year I decided to make a real effort with the marketing of the Pallas Cars Wedding Service.*

*I did know that I would need a COF so decided to ask around and find how to get one.*

*A friendly gentleman at the local VTNZ branch put me on the right track. "No problem getting a C.O.F, but I cannot give the car a test until you have a Passenger Service Licence."*

*He continued to inform me that I would need the following;*

1. A 'P' endorsement on my licence
2. A Passenger Service Licence unless I was operating under another Company's Licence
3. I would need to change the registered use of the vehicle from 'car' to passenger vehicle.

*With all this in my head I set about to get everything all legal and correct.*

*If you use your car for weddings for hire or reward, you are operating a private hire vehicle and providing a passenger service. This service must be registered and you are subject to all rules and regulations that apply to taxis, shuttles and private hire vehicles.*

*The law is very strict on this and if Mr/Ms/Mrs/Miss Plod should stop you on the big day when your D is dressed in her wedding finery, expect a very bright light to shine in their eyes as they write out a number of tickets. Your next trip should be to your bank manager as the resulting fines are really going to bring pain to your pocket. You could also be disqualified from driving and have the treasured D impounded for 90 days. OUCH!*

### **First Step To Legality. Getting a P Endorsement.**

*Find someone who takes a Taxi Licence course, yes Taxi Licence!*

*I used my local, "National Taxi Academy".*

*This involved two, two day courses and two two hour exams (not open book exams).*

*Cost for the course books and course \$640.*

*The course involves all aspects of Taxi, private hire and Shuttle operation law as well as law applying to Log Books (Yes you have to keep one) and work hours. The only taxi requirement you do not need to do is Local Area Knowledge.*

*They are NCEA courses so if you are collecting points these could serve a real purpose. You also have to have one of those cards taxi drivers have with your photo and a unique identifier such as Bob 4456*

*By the way if you have a later model D with child locks on the rear doors you will either have to remove these or have magnetic signs made that are placed by the rear door handles which state doors cannot be opened from the inside if child locks are on. This law really does go on a bit.*

*Once passed you get a nice wee certificate and proceed to the next step, applying to NZTA for your P Endorsement.*

### **Second Step. Applying For Your P Endorsement**

*Make your application for your P Endorsement to NZTA. Cost \$490 for five years. You can register year by year for \$177 a year.*

*You take along your newly won certificate, a 6 page form all nicely filled out, your driver's licence, a document proving you are who you claim to be, a medical certificate from your doctor (including eye sight test) and have a photo taken. You also need a birth certificate. If you have not got one it will cost \$25 to get a nice looking modern one. All done? NO!*

*You have to have a Police Check done and a one hour driving test if you have not had one in the last 5 years.*

*Once all this is complete, it can take up to 8 weeks to receive your new licence with the P Endorsement. You can now legally use your car as a wedding car, right? NO!*

### **Third Step. Getting Your Passenger Service Licence**

*You cannot operate a passenger service unless you have a Passenger Service Licence or are employed (contracted) to a company that does have such a licence. This involves a 150 minute open book exam. You purchase your course book for \$40 and pay \$90 for the privilege of doing the exam. This is all done electronically and you print off another nice wee certificate. You then apply to the NZTA to have your company registered. Yes another form and another cheque this time for \$440.*

### **Step Four. Final Paper Work**

*All done, P Endorsement and Passenger Service Licence completed. Now proceed to getting a C.O.F and altering vehicle usage. That is it. All done. Now you can legally operate your D as wedding car, but no speeding of course.*

*It will also pay to check out your vehicle insurance. This could cost you more as well.*

*Now you know why legally operating wedding car firms charge so much!*

## Club Calendar

### National Rally

**Full details are also contained on our Web Site [www.nzrrbc.co.nz](http://www.nzrrbc.co.nz)**

The Omaka Air Show at Blenheim at Easter, 22 to 25 April next year is the highlight of our **2011 National Rally**. This promises to be a most interesting weekend, with a theme of the Rolls-Royce aeroplane engine contribution at the Air Show. Remember that this Air Show has the backing of Peter Jackson's collection, and accommodation is going to be booked solidly all the way south to Kaikoura. Alastair Scott is the accommodation coordinator for the event and unless you are prepared to sleep on the streets e-mail or phone by 21 August [aigscott@ihug.co.nz](mailto:aigscott@ihug.co.nz) phone 03 343 5153 or 0274 360 552

Well aware that these events are expensive to attend, the Southern Region Committee has decided that there will be no Registration Fee.

The tentative programme is:

Friday: Practice flying takes place all day, and in the evening we will have a get-together at a venue to be advised.

Saturday morning: Cars on display (other British marques will be present too) from 0800 for the day, right in the midst of the action, which takes place from 0900 to 1630. Boxed lunches will be delivered to the airfield, and shuttles will be arranged to and from as required. There are alternatives such as vineyards, gardens, and art galleries.

Saturday evening: Drinks, followed by Dinner, at a venue to be confirmed.

Sunday morning 1000 departure: Scenic rally with a jolly good lunch stop. Sunday's flying programme is a repeat of Saturday's.

Sunday evening: Drinks from 1700, Annual General Meeting 1800, followed by dinner, all at the Combined Clubs of Marlborough.

Monday morning: Depart for home. We propose touring routes to and from our Rally. More details will follow in our next updating.



### International Events

**Silver Ghost Association Tour: North Island 3 to 21 November 2010, South Island 3 to 21 March 2011:** We are working with the organisers of this Tour, Susan and Steve Littin and look forward to seeing these 20 cars and their minders. They will come from Australia, New Zealand, U.S.A., Britain and Europe.

**The Vintage Car Club of New Zealand Vero Rally, Wanganui 16 to 27 January 2012:** Many of our members enjoy competing in these events, and for those who do not belong to the VCC, or cannot spend the entire time on the Rally, our Events Co-ordinator, George Urquhart, has arranged that we can compete in the One-Make Day which is scheduled for Monday 23 January 2012. Accommodation is going to become difficult, so it is not too early to delve into your Jasons Guide and secure your rooms.

### Northern Region

Although **Labour Weekend 23 to 25 October** seems a long way off, those intending coming really need to be booking accommodation now. Other events on that weekend in Gisborne that we are aware of so far are the Wine & Food festival, a school reunion and the Fieldair reunion (*but a bonus as there will be five Beavers, five Tiger Moths, a Fletcher, a Cessna 18, a Cessna 185, a DC 3 and other aircraft at the Gisborne reunion*) Contact Dick and Naomi Neill at Box 616 Gisborne Phone (06) 869 0106 e-mail [diknomi9@gmail.com](mailto:diknomi9@gmail.com) for full details of accommodation options.



**Early November:** (Date to be confirmed) Vellenoweth Green

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

### Central Region:

**Thursday 19 August** An Evening at the Opera, (but no Phantom available unfortunately) Die Fledermaus. Let Roy Tilley, (04) 566 0850, know if you wish to be part of a bulk booking.

**Sunday 19 September** Visit to Stonehenge Aotearoa, followed by lunch at the Gladstone Hotel.

**Labour Weekend 22 to 25 October** We will be joining in the Eastland Escape, a tour organised by Dick and Naomi Neill and the rest of the Northern Region.

**Saturday 20 November** Meet the visiting members of the Silver Ghost Association at Southwards for lunch and socialising. About 15 Silver Ghosts are expected.

**Saturday 4 December** Central Region AGM. Venue details later.

### Southern Region:

**Saturday 14 Sunday 15 August: Classic (Ugh! Ed) Car Show** at Pioneer Sports Stadium. Anthony Dacre has been approached for us to arrange a display, and we have arranged for Anthony's S1 and John Ferguson's Phantom III, to represent our marques.

**Labour Weekend 23/24/25 October** is the time for a Touring Event, taking in Fleur's Place: some of the geological features which Ramon had defined, but which we didn't visit last Show Weekend because of time constraints; the Hakataramea area, Mackenzie Pass, and Lake Ohau Lodge. We have invited members of the Rolls-Royce & Bentley Touring Club to join us on this run.

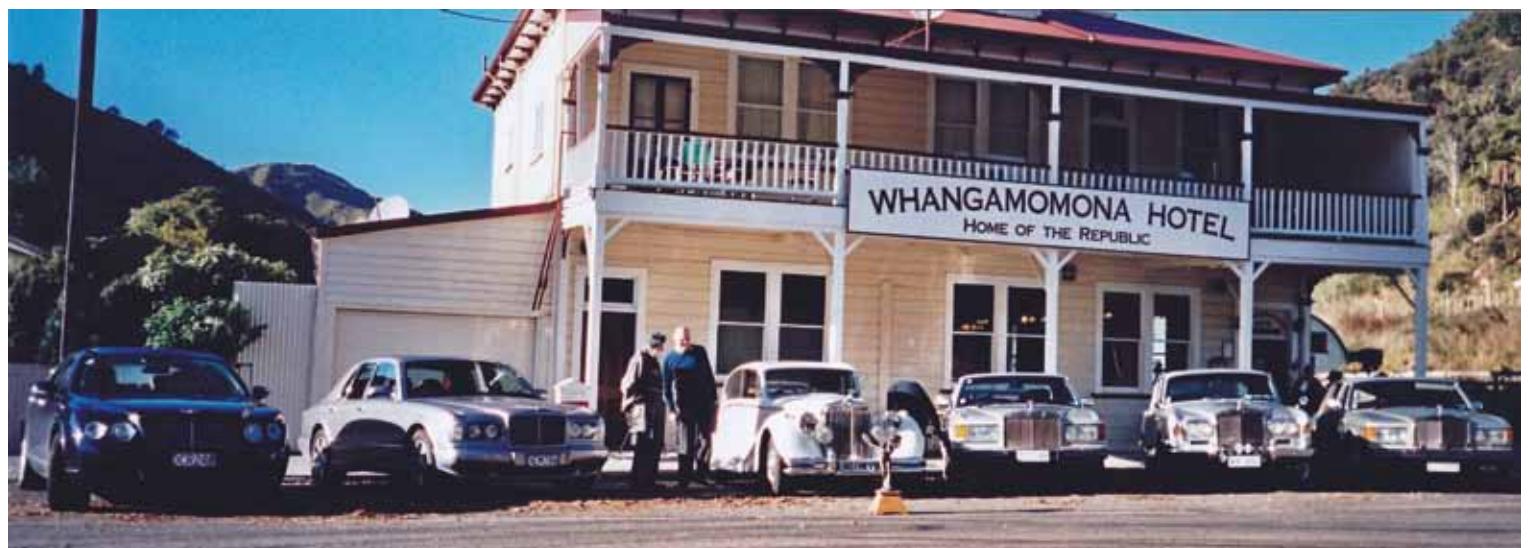
**Canterbury Show Weekend from Friday 12 November.** We are negotiating with the organisers of the aviation commemoration weekend which is being organised at Haast at that time. Watch this space for further details.

### NZ Rolls-Royce & Bentley Club (Inc) Membership List and Club Vehicle Register

These are maintained respectively by Rob Carthew, our Membership Registrar, and Rod Newport, our Webmaster.

Copies of each are available from Rob by e-mail in Excel form; if you would like them, drop Rob a message at [watcher@pl.net](mailto:watcher@pl.net)

## Central Region Report - Forgotten Highway 30 April to 2 May



*From the journal of Wendy Bryce, novice, and new member:*

We arrived at Hawera, about 6.00 pm on Friday, settled into the Central Motor Lodge and arranged to meet at the Two Chefs for dinner; a wonderful grouping at table with all the other enthusiastic adventurers. A delicious meal followed, and everyone was replete. Good company, talking about cars, travel and personal biographies.

Merv Warner, who created the proposed route, fortuitously was placed opposite me, which enabled me to question him, and also to enthuse about our impending adventure. He enquired as to whether we had planned to take the Loop Road, which was a diversion to include the sighting of unusual hill formations, and was well worthwhile. I replied that we would give him some feedback, as I always brought my journal along on our travels, (hence, this writing).

While other diners continued with desserts, Merv and Lottie needed to depart to drive back to New Plymouth with our thanks for coming especially over to greet us all this evening. I went over to the other table to speak with others from the club, where discussion continued about Art Deco, and travel to Europe with stopovers, or special privileges provided on planes instead.

The diners at the Two Chefs this evening were Clive Edmonds & Wendy Bryce, Roy & Lesley Tilley, Laurie & Anka Haines, Merv Warner & Lottie Egarr, Richard & Lois Hadfield and John & Margaret Chatterley. On departure from the restaurant, we thanked the chef/owner and waitresses for a delicious meal, then went home to the Central Motor Lodge, for a welcome cup of tea, wind down and great anticipation of tomorrow's adventures.

On Saturday morning we packed up our things after a welcome breakfast, and a very comfortable bed and hot shower, choosing to put on merino leggings under trousers to be ready for the chill wind blowing off Mount Taranaki, and set off into the sunshine towards the Tawhiti Museum, stopping for much needed petrol on the way. No more petrol stops until the end of the Forgotten Highway now.

Nigel Ogle's Tawhiti Museum was an amazing trip down memory



lane for me, with lots of machinery for Clive to look at: displays of blacksmith, shoemaker, toymaker, shearer, making butter and cheese, old home medicines, an old grocery shop just like Granddad's when I was a little child, with all the biscuit tins on the top shelves and all the other old products from my childhood; as the caption says on the brochure, "Bringing you face to face with your Heritage."

For one man's ideal to be brought into reality in this way, the result is truly inspirational, and there is so much to see that you could spend a long time there and still have more to see. I would like to return one day to see it all again.

The displays of the Maori wars and musket wars were portrayed in a very life-like manner, and after a time, the sound of the morepork became really ingrained in my senses, and one would be forgiven for thinking that one was actually there. The spectacular artwork of the Maori Pa sites, the trenches and palisades were so beautifully crafted, and such a great amount of research had gone into everything. It was all most impressive.

We saw the old Harley Davidson motorbike with a broken gearbox, and its owner looking very thoughtful. The persons represented in the life displays were modeled on real people known to the artist, so they could be recognized locally, and that makes it even more significant. I am sure that nobody who opened the door to the long drop toilet would fail to be startled to find it occupied.

I saw many things in the course of the day including Chew Chong, a man I had never heard of before, apparently a Chinese entrepreneur who accomplished much in his life and much of it in Taranaki in the pioneering of the Dairy industry in New Zealand. The main thing I will take away from this experience is that someone had the courage to preserve our heritage so that it will not be lost to future generations of children in Aotearoa/New Zealand.

We went for lunch at Mr. Badger's Cafe, which was decorated in "Wind in the Willows" fashion, even with a lifelike badger sitting in the fireplace hearth. A man at a few tables away from us had rather sparse straggly hair but turned out to be a life-size model in the end. I had a delicious savoury muffin, chocolate brownie cake, (shared) and a pot of very welcome tea.

Clive and I went back into the museum and went to the Farm Hall machinery display, where Clive was in seventh heaven. Will I ever get him out of here? I took rather a gorgeous photo of the huge traction engine, and one of Clive standing in front of it. There were also a lot of Army jeeps and historical World War 2 American Army vehicles on display. I have never seen so many different tractors in my life.

We were quite satisfied by this time that we had not missed anything important. We perused the shop, and followed the sound of the "Waltzing Matilda" tune to another display of a chaff-cutter with a little boy and his father, the little boy playing the mouth organ.

We left the museum after finding a beautiful girl carrying two heavy pails on her shoulders, which was such a realistic scene that the pails



appeared to be moving. There has to be some physics explanation to account for this phenomenon I expect.

We set off to follow Merv's instructions. At first, we drove down the main road quite some distance, until we had not passed one road on the sheet and then eventually came to a No Exit sign and knew for certain that we had come on the wrong road. So we headed back to the museum road, and this time went straight ahead over the main road. We were indeed on the right road this time. Each was confirmed. We seemed to be heading into high country, and beautiful Mount Taranaki was peeping out from behind clouds.

It was still spectacular to know that we were so close, even though we could only see its flanks. We saw approaching us, a herd of cows. As they came close to us, I took a photo of them all surrounding the Rolls-Royce bonnet with the flying lady standing amongst them.

Continued on, and followed all the directions through winding and dairy countryside to eventually come back onto State Highway 43. I was feeling a little worried that I hadn't started the journey of the Forgotten World Highway in Stratford, but was comforted that this route had been tailor made for us, and would prove to be magical.

The Loop Road turned off 3 km past Douglas, which turned out to be a 'blink and you will miss it', but enough to know there was an abandoned dairy factory nearby and also a brick tower that had been demolished to sell the bricks.



The Loop Road wound around hills and as predicted by Merv, many interesting hill formations were seen; a little meandering stream, trees of all kinds wearing autumn coats, and native trees, peaceful properties, and stock happily grazing. Some goats were also frolicking on the hillsides and deer as well.

Eventually we came to the tunnel and also took photographs from each side. Earlier, we had stopped to take a photo of the unusual hill formations. After driving through some lush and ferny landscape and over Strathmore Saddle, Pahokura Saddle and the Whangamomona Saddle, we arrived finally at the Whangamomona Hotel. The 17km of gravel on the Loop Road did not prove to be too taxing for the car, as the scenery was captivating, and by the time we reached the tunnel, we were back on the seal once more.

'Whangamomona' means the Valley of Plenty. We were greeted by Penny, and settled into our little room, very comfortable and welcoming, with the visitors' lounge next door. Most of the club members were already in the lounge chatting as they had arrived before us, and not enough chairs by the time I went in, but it was cosy and warm with the heater going.

Roy Tilley had told of an escapade with local boy racers outside the hotel. He reported this story to Clive, and on our arrival Margaret Chatterley recounted to me her version of events after we had finished dinner and were sitting around the wood fire in the bar. Margaret and John Chatterley arrived at the hotel, and saw a stop/go sign, and thought it was road works but boy racers were timing their cars, amidst orange cones and smoke. At least 12 Harley Davidsons were lined up outside the hotel, and all the guys were hanging around. They all waved goodbye, and went.

Then the Army arrived, with about 6 vehicles, bought ice-creams and stayed awhile. All vehicles approaching were stopped by the man

with the stop sign until he saw who we were. Then Roy and Lesley got caught up in this and did a very respectable time trial with their 1972 Silver Shadow, and were clapped by everyone, including the boy racers and the people sitting outside the hotel.

Alex Garrett then arrived from Wanganui in a very nicely restored Jaguar Mk V from about 1950, painted a vivid white. We had a very enjoyable meal in the hotel dining room at 7 o'clock. This proved to be a three-course meal, French onion soup, followed by chicken legs in chasseur sauce, and beef with an accompanying sauce. For vegetarians like me, it was a delight to find a large selection of vegetables: broccoli, cauliflower, parsnip and carrot mash, roast and mashed potatoes, courgette ratatouille with onions and peppers. The dessert was fruit salad, two kinds of ice-cream, and a whisky chocolate cake with fresh cream.

Convivial conversation presided at diners' tables and the room was buzzing. Everyone said the food was delicious and plentiful. After my dialogue with Margaret Chatterley in the bar, I proceeded to the visitors' lounge to make a cup of tea. Clive and I went to bed about 9:45. Clive went to sleep immediately. Roy's good advice about packing a dressing gown was greatly appreciated, as the toilet facilities were "down the hall", and we did need to use them.

Clive mentioned that a great deal of noise was emanating from the upstairs servants' quarters, as this was an old style hotel with the bar beneath the guest quarters, and the staff accommodation above the guest quarters. Sound insulation was not provided in the early days. The nocturnal noises of the hotel provided entertainment until sleep came. I had a conversation out my window early in the morning when I opened it wide to find two hotel guests who had been talking to me in the visitors' lounge the night before, taking photos of all the club cars.

Breakfast came and went, and after we had showered, we partook of cereal, fruit, coffee, tea, toast. There were also cooked breakfasts which consisted of: sausages, bacon, tomatoes, eggs, and roast potatoes. I thoroughly enjoyed my breakfast, and then Roy, bless him, wanted all the cars lined up in front of the hotel as he needed to drive back to Wellington. We farewelled Roy and Lesley, and Alex, off to Wanganui, and a postscript from Roy to Clive later on reports that it was fortuitous that Roy was travelling along Alex's route as he was able to help him with a petrol situation. All was well.

Lois explained on her map how we would end up at Piopio for lunch at a place previously approved by them, so we all set off. Unfortunately we realized that we, as Napier people, were not going that far. We lost John and Margaret when we stopped shortly before the Damper Falls. We climbed over the stile after a 5km drive to the entrance to the Damper Falls; beautiful scenery en route and a gorgeous sunny day. Even though it was sunny, it was chilly, so we donned extra garments to walk the track to the waterfall.

We followed the track and saw the spectacular drop of the falls cascading onto the rocks far below, and were not disappointed to have made the effort. Clive took photos, and we had a convivial conversation all the way there and back. We continued our journey back along the little road with the skins hanging on the fences, could have been goat skins drying out. The countryside was beautiful undisturbed, with pheasant families out and about on the road, so we had to be careful not to run them over.

The Tangarakau Gorge and ferny cliffs were lush with verdant growth. We did not go to Ohura, because we needed to journey back to Napier and go to work the next day, and travelled onwards to Taumarunui with lunch at La Bella Cafe; delicious pizza, which is the signature dish of the owner, who sold her motel so she could make pizza.

We enjoyed chatting to Laurie and Anka, but now it was time to say goodbye, and continue the rest of the journey home: past the beautiful mountains and the glorious Lake Taupo, and back home over the Taupo/Napier road, so that when we arrived safely home, our dear 1982 Silver Spirit had taken us 540 miles, not kilometres, and for that we were extremely grateful.

Thank you to Merv Warner for organizing the proposed route for us. What we took part in, we thoroughly enjoyed. And to Roy and Lesley and all the club members we had the opportunity to meet, God bless, and safe journeys to all.

Wendy Bryce May 2010.

## Southern Region Report- Technical Chat 20 June

On a grey and cool winter morning (series of 1 million) 14 Southern Region members, friends, and family gathered at Michael Midgley's late parents' home in Christchurch for a technical seminar, to be followed by lunch at a local café. Bruce McIlroy answered questions already submitted, and also those prompted by the chosen topics from those of us who had not been organised enough to have already asked them. The living room and atmosphere were warm, there were plenty of seats provided, and if further stimulation were required, the driveway held John Ferguson's Phantom III 3DL22, Bruce's Bentley B49MX, Martin Vincent's Bentley R-Type B522 TN, and Ian Jefferis's Bentley Arnage SCBLC31E12CH08264.

Some of the Club Library is held by your editor, and these books were laid out on the dining room table for borrowing, an informal card system being used. Some surplus Club magazines went to more recent members, and John Ferguson's car was notably lighter on the return journey, as he kindly took your reporters home.

The emphasis was on preventative maintenance, with frequent checks on drive belts and hoses, particularly if the car is not used often enough; as Bruce reiterated, the cars he sees least are those which are used most. Run the cars at their proper speed at every opportunity, for the boost to one's morale is echoed in the good it does to the car's wellbeing.

At this time of year the subject of anti-freeze is never far from Mainland thoughts, and of course a 50% solution is recommended as a corrosion inhibitor in every Company product because of the presence of various reactive alloys used in the engines, and whatever nasties lurk in the water used for the balance of the coolant; worry when the proportion falls to 30%, and have a litmus test done to determine the effectiveness of your coolant. Faced with a confusing array of products in any car parts emporium, what to use? The present inorganic blend of glycol and ethylene will probably be phased out in favour of "organic", possibly still containing glycol and ethylene, in the same way that unleaded petrol has replaced the tetra-ethyl lead variety, but Bruce recommends that we retain the use of inorganic antifreeze and inhibitor on all cars before the current Bentley Continental GT (for which organic antifreeze is specified) while studies continue into reported ill effects on solder and the deterioration of silicone in some seals. Beware of such terms as "advanced" and "long-life" used to describe products; the Rolls-Royce product is used exclusively by Bruce McIlroy Ltd for warranty protection, and it is worth noting that when the Shell, BP, and Mobil products were analysed, their chemical composition was quite different from the Company product. Back when the Silver Shadow II was introduced, the composition of the recommended antifreeze caused failure of seals around the cylinder liners, and a great deal of warranty work had to be undertaken.

In short, use The Right Stuff, and ensure that the cooling system is flushed effectively if you are not sure of your car's service history. In extreme cases a shellac-like flaking effect can be present if mixing brands.

At this point came some wise words about our being at the end of a long chain of events, problems even, leading to the previous owner of our car's decision to get rid of it. As Bruce says, there are good cars and there are cheap cars, but seldom do the two qualities meet in one example. Generally, buy the best car you can find, and then fix it. Driving other examples of the car you are considering will give a good benchmark. As well as examining the oil for evidence of the car's previous care and feeding, listen to the engine

when it is cold (do the hydraulic valve lifters quieten right down within 20 seconds?), and try to examine the car while it is up on a hoist. On Silver Shadows incorrect jacking can have destroyed hand-brake brackets, and these should be carefully checked while the car is elevated. On cars which have come from the humid Asian countries electrical and electronic problems can arise, often caused by leaking back up batteries in some components, but these have so far all been able to be fixed without full replacement of the offending expensive items. A full check by Bruce McIlroy Ltd of a purchase, potential or actual, takes about three hours, and could be the wisest investment you have made in some time.

Check the chassis lubrication system if it is fitted. Nice regular little puddles of oil (not hydraulic fluid!) all around the car's lubrication points indicate that all is working well; the oil does tend, however, to escape from the most worn spot, and not reach downstream points. The chassis lubrication lever should be used every 100 miles or so, and more often in wet running, but not too often, as we don't want excess oil to find its way into the clutch.

Oil should be changed at least annually and preferably more often; on the Arnage an interval of 16,000 kilometres is recommended. Use mineral, rather than synthetic, oil unless your car is of Arnage or more recent vintage. For older cars a viscosity rating of 20W50 is recommended; the modern synthetic oils are extremely thin and highly detergent in action, so unless your car has enjoyed a recent complete overhaul, they are best avoided.

Oil filters should be of 25 microns for every car built after the Silver Ghost, whose oil pump could cope with only 10 microns. It is worth noting that some generic filters available provide only 10 microns, and again for warranty conditions Bruce McIlroy Ltd use only Company products.

Back axle oil of EP 80/90 viscosity is recommended, and EP 80/40 can also be used, but the pinion bearings are lubricated through splash, and it is important that the channels directing the oil are not blocked. The pinion bearings can, however, be replaced without upsetting the meshing of the crown wheel and pinion.

Brake fluid was of a vegetable source before 1980 and mineral after that date, while the Arnage uses vegetable and special hydraulic fluid. The relevant receptacles are clearly marked.

The fuel to use is 91 Octane up to the Silver Cloud 1 and Bentley S1, when compression ratios were below 8:1, and 95 or 98 on all cars after that. For older cars the use of a little diesel can help to



After a hard morning's technical chat, from left to right Katie Parish, a bit of John Ferguson's hair, James Jefferis, Alastair Scott, Andrew and Bruce McIlroy, and Martin Vincent enjoy pizza.



*Surely the most elegant Library Van ever:  
John Ferguson's Phantom 3 Thrupp &  
Maberly Touring Limousine, 3DL22, carries  
some of the Club Library.*

alter the flame characteristics to suit the lower compression ratios used with the fuels then available, but not kerosene, which has an abrasive quality. A little methylated spirit, say up to a litre in a tankful of petrol, can eliminate problems from condensation in the fuel system.

Valve seat recession, once a feared result of the elimination of lead in fuel, has not yet been detected, thanks to the high quality of the Company valve material and use of valve seat inserts in aluminium cylinder heads. Do not worry about needing to use additives.

The exhaust systems used by the Company were of a surprisingly free-flow design, with each silencer tuned to a different frequency. It is a lucky owner who has managed a satisfactory replacement

of the original design using those components readily available at your local cheap-and-cheerful purveyor.

Brake pads which are designed to stop a heavy Silver Shadow from a very high speed are of a quite different specification from those considered adequate to stop a Ford Cortina, and the resin which can exude after a panic stop cannot be cleaned or polished off the discs, and machining is required to remove it.

One of our members is very wary of possible evils hidden behind the elegant discs which cover wire wheels on many pre-war cars. Bruce recommends that spokes are checked carefully for a satisfactory "ring" every 6 months. Carefully examine the rolled edges of the wheels, for rust can result from moisture trapped there. Do the wheels run true? Triple-laced wheels have angled spokes to combat cornering forces, and the vertical spokes to support the car's weight. Once a spoke fails, so can its neighbours, and then those 180 degrees away. Bruce does not recommend that stainless steel spokes, with less flexibility than the ordinary steel variety, be used, although stainless nipples could be useful in ensuring a clean tension adjustment environment.

We were all very grateful to Bruce and his generous gift of his time and expertise, and after our Southern Region Chairman, Michael Midgley, had thanked Bruce, we walked or drove to a local café for an excellent lunch which tended to last well into the afternoon.

## **Special Hinges by Eddie Riddle**

### **There are some special hinges used on the Dickey seat backs and on the glove-box lid.**

The hinges are unusual in that they are fitted into the sides of the timber (like a mortise lock), open out to 180 degrees, and close so that the faces of the hinge are touching each other. The shape of the leaves is such that it allows a maximum of 180 degrees only of movement in the open position.

These specifications are necessary to avoid the timber on the back of the Dickey seat being split every time a load is placed on the seat.

The back of the Dickey seat has these hinges fitted to the back boards of the seat about 3 inches from the top of the back so that when the seat is released from its closed position the back of the seat is pushed outwards. This hinged top section of the back is then folded back on itself (180 degrees) to set the base of the Dickey seat at the correct angle. Some previous person had tried to use piano hinge in place of these special hinges without success, as it is not possible to get the two faces of the hinge to butt up against each other in the closed position.

The special hinge consists of 12 leaves made from 0.037" panel steel. There are two identical bases, in which there are five fulcrum points (these were originally a die casting)

Two of these fulcrum pins ride in an angled ramp machined into each base.

There is one common fulcrum point for all of the 12 leaves.

Each base has one fulcrum point drilled into it. Obtaining the specification for the hinge was relatively simple, but making them was a different story.

Fortunately I had one complete hinge on the glove-box lid. While this assisted in getting the general dimensions, it was of little help in getting the shape of the leaves or the angle of the ramps as it is not possible to dismantle the hinge without completely wrecking it.

### **Making the Hinges**

A start was made by machining the bases from brass bar. The bar needs to be  $\frac{1}{2}$ " x  $\frac{3}{8}$ ". This is a standard size bar but it is not suitable since you need exactly these dimensions which cannot be guaranteed from standard bar stock.

There are four vital dimensions in the bases:

1. The angle of the ramp
2. The width of the gap between the ramps (12 x the thickness of the leaf material)
3. The location of the fulcrum pin in the base
4. The size of the base

Items 2, 3 and 4 can be obtained by accurate measurement. Item 1 was found by trial and error.

If the angle of the ramp is too steep then the fulcrum pin will ride out of its ramp and jamb. If the angle is too shallow then the hinge will not open out to 180 degrees.

In order to get accurate repeatability of the bases, jigs are vital for all steps of the manufacture. It took eight sets of bases before all the necessary angles and dimensions were obtained. The fulcrum pins were made from bicycle spokes. These are a few thousands of an inch greater than the original (0.078"). This doesn't seem very important, but it dramatically increases the accuracy with which you need to drill the fulcrum holes in the bases. The bases were made in pairs although thanks to accurate jigs they are completely interchangeable.

### **Making the Leaves**

Polish both sides of the mild steel sheet to be used for the leaves as it is difficult to do later due to their small size. A jig was made to bore the three fulcrum holes required in each leaf. Twelve leaves were bored at a time. All twelve leaves were machined to shape simultaneously using a milling machine. Accuracy of shape

and dimensions of the leaf are absolutely vital unless you want to spend hours of hand filing to get the hinge to open and close correctly. There will always be some final hand filing needed for each set of leaves.

The final assembly of each hinge takes about five minutes. Each hinge takes about 2 hours to produce from start to finish.

It is not practical to provide detailed drawings of each piece, as most of the dimensions are controlled by the jigs. If anybody wants to make these hinges for themselves I will be glad to lend the necessary jigs and provide some suggested order of manufacture. This may seem an unimportant point but if for

example, you drill the fulcrum pin holes in the base at the wrong time all you will get is a bunch of useless bases due to the drill wandering off line. Guess how I am so sure...

#### Fitting the hinges

The bases are fitted into the edge of the timber and held in position by two woodscrews. The position of the bases in the edge of the timber is critical as this controls the clearance between the two parts of the back of the Dickey seat when the hinge is open to 180 degrees. The two faces of the back of the seat must touch each other; otherwise all the weight of the person sitting on the Dickey seat is taken by the hinge.

## 30 July 1966, by Bryan Strong

This Birkin Blower Bentley, chassis HB3402, was photographed by the editor at the Vintage Sports Car Club's race meeting at Thuxton, Hampshire in September 1969. "Rusty" Russ-Turner drove the car. He later had a coronary attack while driving it, finishing in a very gentle Denny Hulme-like accident as he died.



30<sup>th</sup> Jul 1966; A Day that will live in memory, especially if you are English.

Actually I'm a Kiwi but I was in the UK on that day and it has more memories than a mere sporting event.

Starting from the beginning; in 1966 I was part owner of a Fireball Dinghy and the Fireball Class World Championships were due to take place off the south coast of England in August. I was determined to represent New Zealand and 'borrowed' a Christchurch helmsman, Brian Trelevan, who was touring Europe sailing his Finn Dinghy.

A few weeks before the Championships I discovered that our boat did not measure according to the class rules. Luckily a guy named Roger Fauchon, who later moved to New Zealand, was able to fix it. While we were waiting for the resin to cure we watched the World Cup Final which is of course why some people still remember that date. I have other reasons.

The resin still wasn't cured so, for something to do, I was introduced to Roger's neighbour Bill Mason, the same Bill Mason who had put together all those marvellous Shell history of motor racing films.

Sitting outside the front door was a 1930 something Aston Martin belonging to his son, Nick. Who? No not The Who; actually the Nick Mason who would later be the drummer for Pink Floyd and an avid car collector.

Bill then opened the garage doors and there was a 1929 or 1930 (wish I could remember which) Blower Bentley, British Racing Green and enormous. 'Would I like a ride?' There was only one possible answer to that question.

The monster was pushed out of the garage and started. I climbed on and sat on the passenger seat. I mean ON. The seat was about 4 or 5 inches thick and was on the floor. I don't think that it was fixed to the floor, it was just there. My legs were straight out in front of me and the side door came up to somewhere about hip

level. Way off in the middle distance was a very small aero screen. I wondered what I'd let myself in for.

Once the engine was warmed up and the throttle used in anger the noise was something else. The exhaust roar mixed with the scream of the supercharger made me wish that I'd at least got some cotton wool in my pocket.

Bill drove her out onto the road, luckily a dead end road with almost zero traffic. We bowled along this road until we arrived at the main road from Chichester to Itchenor and turned right towards Itchenor. He then wound her up. Somewhere in the far distance were a couple of giant wheels which seemed to have minds of their own. Their movements both up and down and from side to side seemed to have very little effect on either smoothing out the bumps or our general direction of travel. How fast we went I've no idea. It felt fantastic, apart that is from the fact that the seat was wandering about and there was nothing to hold on to. No hat, no goggles so with hair blowing every which way and tears streaming back from my eyes, it was hard to concentrate on what was happening and where we were. I knew the road tolerably well but, given that we owned a Hillman Imp at the time, not at that speed or with any of those sensations.

Suddenly we were back at the house and it was all over with me desperately trying to remember all that happened and all the feelings.

Ettore Bugatti may have described Mr Bentley's creations as the world's fastest lorries but after that ride I had even greater respect for the likes of Tim Birkin and Wolf Barnato for having wrestled those monsters around Le Mans.

Referring to Bill's films, if you've ever seen the sequences taken at Le Mans in the late '20s of the Bentleys coming on to the Mulsanne Straight at Tertre Rouge, an unsealed road of course, and blasting off into the distance with the back end snaking from side to side, then those drivers were not only heroes, but bloody strong heroes at that.

## The Timaru Bentleys by Jim Sawers

Often enough during the 1930s I saw an advertising slogan for Austin cars, "You buy a car but you invest in an Austin." A comparable advertising slogan for Bentley cars would be, "You buy a car but you fall in love with a Bentley." In spite of all the changes which Bentley Motors has undergone since its establishment in 1919, its products young and old have always been and still are in keen demand all over the world, especially in New Zealand. In fact for a few years after its arrival on the world scene, the exciting 12 cylinder Bentley Continental R had its highest per capita sales in New Zealand.

Although the combined urban and rural population of Timaru District was less than 60,000, from 1928 to 2010, it was home to nineteen Bentleys which arrived and departed at different times, each one owned, pampered and motored enthusiastically. During the nine years between 1976 and 1985 there were seven Bentleys of varied styles and pedigrees in the district for the whole of that time. In order to match this record the Greater Auckland City of 1.5m would need to host nearly 200 Bentleys for nine years.

For the purposes of this article I have extended the western boundary of Timaru District to include Irishman Creek Station. Poetic Bentley licence? Although the following list covers 19 Bentleys it may yet be proved deficient. I have been told of a 6½ Litre at Waimate plus a 6½ Litre (dismantled) and an S Series at Geraldine, but as no further details are known these cannot be listed. The publication of this article may well elicit from members further information on these three, the nineteen listed and others not yet mentioned. I hope so.



### (1) HF 3198. 1928 4½ Litre Tourer

This Bentley was purchased near new by C W F Hamilton of Irishman Creek Station, South Canterbury, when he visited Britain in 1929 and brought it back to NZ later that year. Before bringing it to New Zealand Bill Hamilton raced this Bentley very successfully in England, where he won three races at Brooklands in one day. After being owned by two others it was purchased by Willis Brown of Invercargill, who was well known in Bentley circles for many years in NZ. This Bentley is now in the UK.

As a very talented engineer, Bill Hamilton established on the Station an engineering workshop, which during WW2 employed a large staff producing weapon components etc. Later 'Hamilton Engineering' was established in Christchurch in 1948, but for some time Bill remained at the Station where he ultimately developed and perfected the Hamilton Jet Boat. Our member George Calder, Auto Engineer of Hoon Hay, Christchurch, worked for some years at Hamilton Engineering in Christchurch, thus establishing one more link between Irishman Creek Station, Bentleys and VCC. With Bill Hamilton's wife being a sister to Lucy Wills there has always been a strong association between Timaru Bentleys and Irishman Creek Station. Over many years the long established annual Queen's Birthday Weekend Irishman Creek VCC Rally has attracted many enthusiastic participants from far and wide, who initially used to be accommodated on the Station. Although they still visit the Station they now stay at other venues such as Fairlie or Kimbell. The photograph shows Lucy Wills beside NX3464.

### (2) NX3464. Reg. OB1929. 1929 4½ Litre

Purchased new by Lucy Wills of Tekapo Station in 1929, this car was taken to Snowdon Station, Mid Canterbury, in 1946 when Lucy and J. LeCren left Tekapo Station, due to it being flooded when Lake Tekapo was raised. This Bentley remains at Snowdon Station today with the current owners, Tony Tripp and his wife Nikki Tripp (LeCren).



### (3) CH 1063 3 Litre Tourer.

Owned by Marjorie LeCren of Tekapo Station and later Snowdon Station, Mid Canterbury, this car came to Tekapo Station in the 1930s and at one stage was trucked. Later it was sold to Beaches who in turn sold it about 1954 to Mike Haggitt of Dunedin, under whose ownership it was converted back to a tourer. When sold later to Allan Bramwell it was exported to the UK.



### (4) Ch348. Engine 353. 3 Litre Tourer.

This early 3 L was originally owned by Wardell Brothers of Dunedin. In 1957 Don Oddie of Timaru purchased it from the Studholme family of Rangitata, and about 1959 sold it to John Kennedy of Dunedin. Later this car was owned by Trevor Timms, who later sold it to Edgar Ridgen of Greendale, Canterbury, seen



here attending to a battery problem? This Bentley is now owned by Edgar Ridgen's daughter Katie Parish.

#### (5) ST3008. 4½ Litre Tourer.

After selling (4) the early 3LTourer, Don Oddie purchased this 4.5L from Russell Beach and in 1963 sold it to Jim Sullivan of Otaio, south of Timaru. Initially this car, the seventh 4½ Litre to be manufactured, had been imported into NZ by a Nelson doctor. Later it was sold by Jim Sullivan's estate to Warner Mauger of Christchurch, who after a few years sold it overseas. In this photograph an overseas visitor, Jerry Carver, is at the wheel.

#### (6) Ch891 Engine 908 Reg. DS3467. Van den Plas Replica Tourer Body. 1924.

Originally imported into NZ in 1933, this car was dismantled following a major accident. In 1960 when looking longingly at (5) ST3008, the 4½ Litre then owned by Don Oddie, a young Timaru lad named Barry Goodman remarked, "One day I will own a Bentley." Those who laughed were mistaken, as over the next few years Barry with his older brother Brian managed to borrow, beg or buy enough parts by 1963 to complete the restoration of this 1924 3 Litre Tourer in 1965. Initially jointly owned, the car was owned by Barry until 1977 and by Brian until 1986. During Brian's ownership it participated in the 1983 'Totally Bentley Tour of South Africa', and is currently owned by M. Owen of Cranmer Square, Christchurch. This photograph shows Brian Goodman with his family on board Ch891 at Stirling Point, Bluff.



#### (7) T Type Bentley. 1966.

Purchased near new in 1967 by H. Coxhead of Mutual Rental Cars of Timaru, this 1966 T Type was later sold to Dave Parker of Timaru about 1976. About 1987 Dave Parker sold it and purchased (17) SBH2686, the T Bentley which is now owned by Ron Hasell of Christchurch.

#### (8) T Bentley. 1966.

This car was purchased by Bill Gallagher of Timaru about 1967 and sold about 1969; chassis number and present whereabouts unknown.

#### (9) T Bentley. 1966.

This car was purchased by Jim Baldwin of Timaru about 1967 and sold about 1970; chassis Number and present whereabouts unknown.

#### Two Mark VI DHCs.

In 1969 the following two Mark VI DHCs were imported by neighbouring farmers Owen Johnstone and Jim Sullivan of Otaio, about 25 km south of Timaru. Often enough these cars were seen on various runs and rallies so were much admired, as can be seen from the following photographs. Although they were very similar in specifications they were quite different, as Jim's was bodied by Park Ward and Owen's by Abbott. Interestingly both of these beautifully styled cars were purchased sight unseen in New Zealand from Adams & Oliver, who were dealers in Norfolk, UK.

#### (10) B257FU. 1950 Mark VI DHC by Abbott.

Owen Johnstone's beige coloured 1950 Abbott bodied Mk 6 DHC arrived in New Zealand early in 1969, still with its original beige paintwork and original upholstery in excellent all round condition, so Owen had every reason to feel well pleased with his purchase; a very stylish car, hood up or down. In 1992 when Owen sold this car it returned to the UK. In this photograph this very elegant Bentley is seen on tour in South Canterbury with Jim Sawers's Continental and Brian Conroy's Mk6 ahead.



#### (11) B119Y. 1952 Mark VI DHC by Park Ward.

This photograph shows Jim Sullivan's B119Y, two tone green Mk 6 DHC by Park Ward at a roadside stop on the way to the West Coast in 1982. Jim Sawers's R Type Continental in the distance. Jim Sullivan with woolly hat standing beside his car, and Jim Sawers with back to the camera.

When Jim Sullivan's 1952 Mk 6 DHC B119Y arrived in New Zealand in late 1969 it had been repainted two tone green from its original Tudor Grey, some time before leaving the UK. When it arrived here Jim was extremely disappointed to discover extensive rusting of the rear chassis, so was successful in claiming some compensation from Adams and Oliver. During his ownership the car was used quite frequently and is seen in these two photographs on the way to Greymouth in 1982. Although Jim's car was certainly very attractive indeed, its all round condition was not as good as Owen's.

When Dave Bowman (then owner of the R Type Continental) died in Christchurch in 1976, Jim Sullivan took four or us in B119Y to the funeral. Although the vinyl hood always looked rather ill fitting it certainly was functionally sound, as in spite of such heavy rain with a freezing south wind all day, we were warm and dry.

On 25/10/1996 Jim sold the car to Brian Conroy of Timaru, who had it repainted Georgian Silver. On 10/6/2002 the car was sold to Richard Carey of Christchurch, during whose ownership the front seats were recovered as original in light blue leather. In addition extensive repairs were carried out on the rusted rear chassis, with part of it being completely rebuilt.

Our Immediate Past Chairman Richard Hadfield purchased this car from Richard Carey in 2009, and has since had some minor panel work done. In addition the rear seat has now been recovered as original in light blue leather, and a completely new padded double duck hood has been fitted. Currently a complete engine overhaul is in progress.



#### (12) BC61C. 1954 R Type Continental by H J Mulliner.

This photograph shows Jim Sullivan's B119Y resting up with Jim Sawers's R Type Continental (BC61C) on the way to Greymouth in 1982. Although B119Y's body was by Park Ward and the BC61C's by H. J. Mulliner, they show some striking similarity in styling. The difference in front profile is interesting. Although the designer of the R Type Continental so dearly wished to drop the bonnet line several inches, RR allowed a drop of only 1.5 inches and no more. The radiator was allowed to be sloped back slightly as can be seen in the photograph.

Produced in May 1954 this R Type Continental had two owners in the UK before being imported into NZ early in 1964 by Ian Maxwell-Stewart, a Wellington wholesale jeweller and importer. On arrival in Auckland the car was driven to Wellington by Stanley Sedgwick of Bentley fame, who had arranged the purchase. In 1973 Dave Bowman of Christchurch became the second NZ owner and on his death in 1976 Jim Sawers became the third. Before import into NZ the car was overhauled at Crewe, with the engine being reconditioned at 107,000 miles. Current recorded mileage is 177,000 miles. Having been well cared for and maintained this car is in excellent original condition.



#### (13) SBH 23381 T Bentley.

This Bentley (thought to be silver with red upholstery) was purchased new about 1976 by H. Coxhead of Mutual Rental Cars of Timaru, to replace (7) their previous T Type which was sold to Dave Parker of Timaru. It is thought this second 'Coxhead' Bentley was later owned by Chris O'Leary of Wellington, who on-sold it.



#### (14) B101KL 1950 Mark VI Saloon.

This 1950 Mark VI Sedan was purchased new by Lucy Wills (sister-in-law of C.W.F. Hamilton of Irishman Creek Station) and J LeCren of Tekapo and later Snowdon Station, in Mid Canterbury. After several owners it was purchased by Brian Conroy of Timaru about 1980. In May 1995 it was sold to Barry Goodman of Timaru, so became his second Bentley. In June 2010 this car was sold to a Wellington urologist Mr. Urquhart-Hayes, who has previously owned a Silver Dawn Rolls-Royce, so this is the last Bentley to leave Timaru. The photograph shows Barry and Jenny Goodman participating in a Dunedin rally in 2007.



#### (15) SL3065. 4½ Litre/3 Litre Tourer.

This 3L which had been rebuilt by Dave Bowman of Christchurch, was purchased about 1980 by Terry Wilson of Timaru from Bob Beardsley of Christchurch. Later sold to Brian Wright of Christchurch who installed a 4.5L engine, it is currently owned by R M Moody of Picton. This photograph shows Barry Goodman at the wheel.



#### (16) BC56XC. S3 Continental.

Purchased in 1986 by Brian Conroy of Timaru from Brian Johnstone (Gulf Motor Bodies) of Auckland, this Bentley spent two years in Timaru until about 1988. After being sold it was exported and is listed in Bennett's "Bentley Continental" 1st Edition as belonging to Kostinen in Germany.

A mix of Bentleys at a social function in Timaru in 1983. Jim Sawers's R Type Continental, Owen Johnstone's lovely Mark VI DHC by Abbott, Brian Goodman's 3 Litre tourer, Jim Sullivan's 4.5 litre tourer and Dave Parker's T Type. (Jim Sullivan's other Bentley, B119Y the Mark VI DHC in two tone green, was left at home for the occasion).





#### (17) SBH2686. 1967 T Type.

This was the second Bentley owned by Dave Parker of Timaru who purchased it from Phillip Mills Car Sales in Christchurch on 3/3/1987. On 4/2/1991 he then sold it to Brian Conroy of Timaru, who sold it on 2/7/1992 to Russell Murdoch of Levels, Timaru. On 13/4/1995 it was sold to Hagley Developments of Pleasant Point, who later sold it to Archibald's of Christchurch in 1996. After several further owners it was purchased in 2002 by Ron Hasell of Christchurch, who owns it currently.



#### (18) B262BH. 1947 Mark VI Saloon. Reg. CN8477.

Owned by Mr. R Turner of Peel Forest from 1990 to 1993, this Bentley was then sold to High Court Judge Tony Ellis of Wellington. Later it was owned by Ron Hasell of Christchurch, who sold it to a Wellington owner through 'Fazazz' of Christchurch.



#### (19) B30KM. 1951 Mark VI. Reg. AN7360.

Arriving as a new car in New Zealand in June 1951, this Bentley had a number of owners including Ron Hasell of Christchurch, who sold it to Terry and Helen Byrne of Timaru in 2000. The colour was dark green over light green. In 2003 they sold it to the Dutch owned 'Upper Classics NZ', and the car now belongs to Dr. R P M Geelen of the Netherlands.

#### Tail Piece

A group of Bentleys visit Cricklewood School in South Canterbury circa 1980. (L to R) Willis Brown's 4½ Litre, Jim Sawers's R Type Continental, Brian Goodman's 3 Litre, Jim Sullivan's 4½ Litre and the Squire family Mark VI. Cricklewood (UK) was of course the home of Vintage Bentleys.



During Timaru's Bentley years Brian Conroy owned four of them at different times and Jim Sullivan owned two of them together for eighteen years. Lucy Wills, Barry Goodman, Don Oddie, H Coxhead and Dave Parker each owned two at different times, while others settled for only one each. Probably the shortest ownership was the two years during which Don Oddie owned (4) that early 3 Litre, and the longest is Jim Sawers's ownership of the R Type Continental for the last 34 years. No. (16) the S3 Continental was owned by a succession of four Timaru owners from 1987 to 1996, and Ron Hasell of Christchurch has owned three of the Timaru Bentleys (17), (18) and (19), at different times. No. (17) the 1967 T Type was owned by a succession of four Timaru owners from 1987 to 1996.

When in 1929 Bill Hamilton introduced his wonderful 4½ Litre to the District he certainly started something. Over the years eighteen more Bentleys were to come to and depart from Timaru district, until in June 2010 Barry Goodman sold the last Timaru Bentley. I am informed that currently there are no Bentleys in the Timaru district.

As a resident of Timaru until I shifted to Hawkes Bay in 1985, I feel privileged indeed to have been one of the Timaru Bentley Boys for the previous nine years. Perhaps one day some more Bentleys will come to Timaru, but will there ever again be seven Bentleys



in the Timaru District for a period of nine years, as was the case between 1976 and 1985? I sincerely hope so. Verily I say unto you, "Those were the days."

A very youthful Barry and Brian Goodman attending to their 3L at Pukaki in 1965.

In compiling this article I am indebted for research and photographs etc. to Ron Hasell, Roy

Tilley, Bruce McIlroy and Tom King.

However, my special thanks go to Brian Goodman (now of Christchurch), and his younger brother Barry, of Timaru. ("One day I will own a Bentley") As Timaru residents throughout those Bentley years, their contribution of research, photographs, facts and anecdotes to this story has been huge. "You buy a car but you fall in love with a Bentley." Jim Sawers. [jim.sawers@xtra.co.nz](mailto:jim.sawers@xtra.co.nz) (06) 8444 343

## Six Pot Group Report by Philip Eilenberg and George Urquhart

Sunday 27 June 2010

Philip's Bit:

Philip received an email from David Wyld that he was visiting Auckland for a few days and would like to meet a few members. David is the owner and Managing Director of Henry Willis & Sons, Liverpool, England, one of the oldest and most famous organ building companies active in the world today, having been in continuous operation since 1845 and with an Opus list of over 2,500 organs. Henry Willis & Sons are making a new organ for St. Matthew-in-the-City, which will be installed early in 2011. David is an RREC UK member with a 1938 H. J. Mulliner Sedanca de Ville Phantom III (3CM159), a highly original car with under 50,000 miles on the clock, and a 1978 Silver Wraith II. As the Six-Pot Group had the opportunity to benefit from his expertise and connections, an afternoon of activities was organised.

George's Bit:

Marion and I had the pleasure of driving David Wyld and the New Zealand Project Manager overseeing the St. Matthew organ upgrade, Peter Reid, to Meadowbrook Farm. Without doubt, our visitors would have taken less time in David's Phantom 3 or his Silver Wraith, but they were safely resting in their U.K. garage. From Holy Trinity Cathedral I elected to turn towards Newmarket and onto the Southern Motorway from Khyber Pass, as the traffic flow and traffic lights looked somewhat daunting for the insertion of my 20/25 into the more direct Parnell route. We did not have the pleasure of including Philip Smith as his organist duties commit his full attention towards Sunday's late afternoon and evening services, but it is hoped to include him in a future visit to Meadowbrook of Brookby. Ascending Redoubt Road above Manukau City, the view west towards the airport and Manukau Harbour entrance gradually fades, and is replaced by a vista of sprawling farms towards Manurewa, Ardmore, and Papakura. As Mill Rd. turns at the Alfriston School and later becomes Brookby Rd., GSY 12 in overdrive covered the ground east quite quickly past the Ardmore Aerodrome where the roar of the Alfas and the Bugattis competed with the putt-putt of the Coopers and the screaming BRM, all enthralling my generation of spectators at the early New Zealand Grands Prix. At Richard Langridge's motor house lobby, afternoon tea was served. Wilma Madgwick, Marion Hemmingsen, and aspiring chef, Philip Eilenberg of muffin fame, augmented the biscuits with some home baking, so the afternoon tea before the tour had some extra flavour. Richard's collection is housed in a purpose built complex; the vehicles all face into a cobble stoned courtyard and each bay has an individual roller door. As is Richard's custom, guests are invited to assemble under the archway and enjoy the spectacle as all doors rise simultaneously, revealing the impact of the wonderful array of Bonnets, Bumpers, Lamps, Radiators & Mascots, of the motoring world's finest. Although Rolls-Royces and Bentleys predominate, there are some other collectibles and classics, e.g. Vauxhall Hurlingham, Lagonda LG45, MG TC, Bristol 401, Alvis 3 Litre, Jaguar MK5 convertible, Jaguar XK and not to forget the farm's Ford "A" pickup. A unanimous "yes" from the eleven of us was the answer to Richard's checking to ascertain whether we would like to walk up to his 960m<sup>2</sup> residence to view his late - mostly very late - models of Rolls-Royces and Bentleys. These examples are located on the ground floor of his wonderful home that has a magnificent view overlooking Meadowbrook Farm. Once again the Six Pot Group is indebted to our host for giving us freely of his time and effort.



As the St. Matthew-in-the-City organ had not been installed we met at the Holy Trinity Cathedral in Parnell where there was a talk by both David and by Philip Smith, B.Mus, ARCM (Hons), LTCL, AWACM, the organist at the Cathedral who kindly agreed to slot us into his Sunday services schedule with a demonstration and with these two leaders in their field we had a unique experience.



David also brought along Peter Reid, who is the Project Manager of St. Matthew-in-the-City organ. In addition to our guests we had 17 Six-Pot Group members, which was an excellent turnout, with Ray and Shirley Scampton coming from Whangarei and it was great to see

Bob Barbour and Linda Painter from Pokeno, who are restoring a 1939 Wraith.



(From left) David Wyld, Paul Dillicar, Peter Reid, Richard Langridge and Philip Eilenberg. Paul was taken ill within days of this photograph's being taken, and we do wish him well for his recovery.

## Re-metalling 20/25 White Metal Bearings, by George Calder

Some notes on the re-metalling and machining of the main and big end engine bearings for pre war Rolls Royce and Bentley engines.

I thought that members may be interested in some photos and information on the processes used to restore the engine bearings of our pre war cars.

There are a number of different ways of doing the work and the system I use and describe is that which was taught to me in the trade many years ago. The procedure closely follows the way which is outlined in an old manual produced by the 'Hoyt Bearing Metal Company', many years ago. This company has been around since the dawn of the motor industry and is still a major supplier of bearing metals to the present time. The bearing alloy, which has to be bonded to the bearing shell backing, is known as White metal or Babbitt metal. Isaac Babbitt, an American, invented white metal as a bearing material in 1839. The composition of the metal, commonly used for old car engines, is Tin 90%, Copper 5% and Antimony 5%.

A brief description of the processes used to re-metal bearings is as follows: The old bearing metal is melted off the shell backing by immersing the bearing in a pot of old used molten white metal at around 300C. This technique ensures that not all of the old original tinning is burnt off the shell backing, as the good original tinning can be reused. If the loading on the shell backing, i.e. the firmness of the location of the bearing shell in the crankcase or connecting rod tunnel has become loose, then one edge of each shell is built up so that there is plenty of material available for re-setting the loading after the re-metalling process has been completed. The shell backing is then prepared for re-tinning by cleaning the surface back to new clean metal. This is done with rotary files. The shell backing is then tinned. The tinning process for steel backed shells is different from bronze backed shells which were used in the earlier cars.

resistant materials such as clay and moulding sand. The pouring of the metal is the most critical part of the job to ensure good tight grained metal which is well bonded to the shell backing. To achieve this, several temperatures are required for the various components. The main moulding mandrel is the hottest item at 400C. The white metal is at 380C. The shell backing is heated so that the tinning is just melting at around 280C. The base plate is kept at around 250C as the cooling and solidifying of the bearing metal must be done from the bottom up and from the back of the bearing to the mandrel. The poured bearing has to be solidified and cooled as quickly as possible to get the best bearing metal and the best bonding to the shell backing.



Pouring the bearing with the right hand; note the colours from heat-sensitive chalk.



Line boring the main bearing tunnels.

After removing the bearings from the mould they are cleaned up and prepared for fitting to the housing. In the solidifying process of the bearing metal there is a slight shrinkage which puts the bearing metal into tension against the shell backing. This tension needs to be relieved by lightly peening the surface of the bearing metal. I recall when I was learning the process, that in my exuberance to get on with the next part of the job I asked the foreman if he would like me to 'bash' that next lot of bearings. His response was to tell me that we don't bash anything in this workshop, we peen! The bearings are then fitted to the housings with the loadings being reset, which is a time consuming hand fitting process. Altogether there is quite a lot of work involved and with a 7 main bearing 6-cylinder engine with half plates on each parting face there is a total of 52 pieces to be re-metalled, fitted and machined. I am often asked if there are any secrets in doing a good job of remetalling bearings. My response is that the most important point is to know if it has gone wrong and needs to be redone.

Removing a shell backing from a bath of molten tin; photographs in this article are by George Calder, who sometimes held the camera in one hand while manipulating molten metal with his other. Egad!

For steel backed shells, the shell backing is heated to around 250 C and pure tin with a fluxing agent is melted onto the surface and scrubbed in. The shell is then immersed and soaked in a molten bath of pure tin to help the tinning process and to run off any impurities. The shell is then cooled. For bronze backed shells the process is similar. However, a solder i.e. tin with a small amount of lead, rather than pure tin is used as the tinning agent and there is no immersing or soaking in a molten bath of tinning metal. The bearings are then prepared for the pouring of the bearing metal. Oil holes are blocked off and the moulding components to give the shape and retain the metal are prepared. The bearing backings are marked with heat sensitive chalk which will indicate the correct temperate at which the bearings are poured. The bearings are then individually set up in a mould and sealed off using various heat

Also, the success of the job depends on the machining being done well, with correct clearances, oil grooves in their correct positions and some oil wells to assist the lubrication.



(Above) A full set of re-metalled main and big-end bearings for a 20/25, ready for machining.



(Above right) A machined set of con-rod bearings.



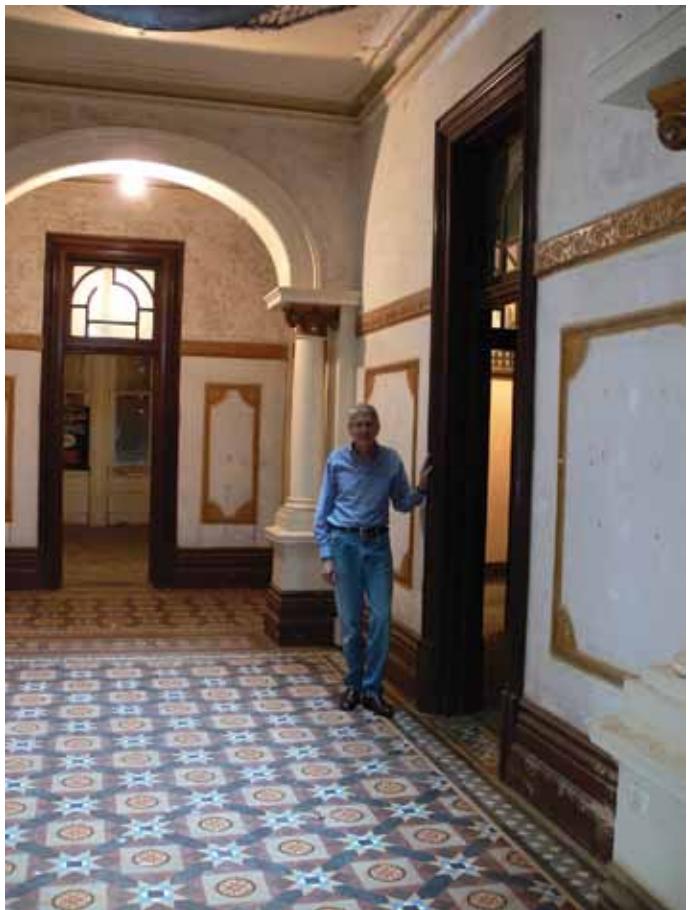
(Right) Machining the con-rod bearing tunnel in a con-rod lathe.

## The Sir Henry Royce Foundation Australia and Studley Park House

Reports of the activities of The Sir Henry Royce Foundation, Australia, have appeared in our magazine before; specifically the Foundation's News Release in 09-4, and Rod Newport's report on a visit to Studley Park House in 09-6. Earlier this year your editor visited Sydney, and was fortunate enough to travel with our member David Neely from downtown Sydney in his 1985 Silver Spirit ASF13352. There can be no more pleasant mode of transport through the heat and traffic of summertime New South Wales than David's immaculate car in its original livery of horse chestnut with parchment interior. After a little more than an hour of travel we arrived at the pleasant town of Camden, a little like our Geraldine, and with a similarly well developed sense of its history, the local historical society having been in existence now for 50 years.

Rod's account in 09-6 gives a good description of Studley Park and its history, but only a personal experience can give at least an appreciation of the task which lies ahead for The Foundation. The Sir Henry Royce Foundation, Australia, is not affiliated in any way to the Sir Henry Royce foundations which exist in Britain and America. With only approximately 1,000 members of the Rolls-Royce Owners' Club of Australia, what is really needed, after the Moran family's generous 20 year leasing arrangement, is another member or members willing to endow Studley Park with sufficient funds to enable the considerable restoration work required to proceed. Once that is secured, the Foundation's property and library, presently held mostly in Victoria, could be housed at Studley Park, and the advantages of a focal point for the RROCA and their events would be fully realised.

The vastness of Australia and the challenges of its climate tend to daunt a chap, and bring up short any complaints about our having to spend a few hours aboard our Interislander ferry. The members of the RROCA held their 52<sup>nd</sup> Federal Rally early in March, and the notorious Bass Strait involves an overnight crossing; despite this commitment of time and money, entries for over 150 confirmed attendees had been received as *Praeclarvm 1-10* went to press in early February.

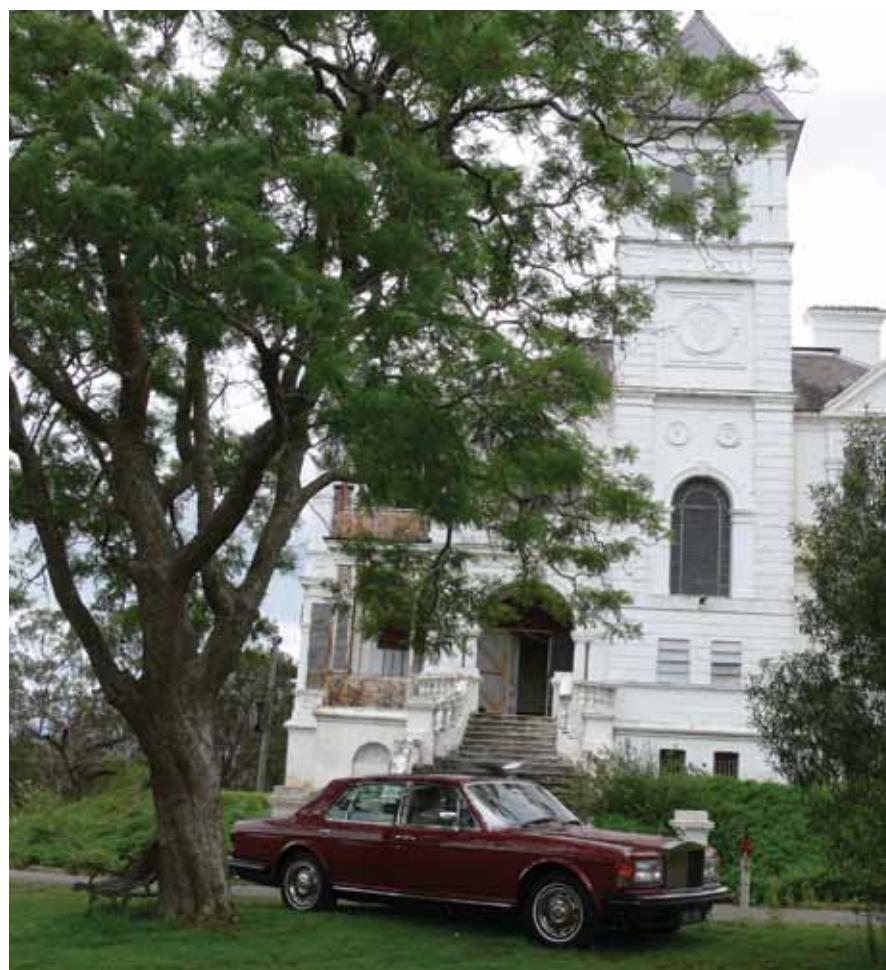


Our Australian member David Neely, past editor of *Praeclarvm* and a Trustee of the Sir Henry Royce Foundation Australia in the faded glory of the Studley Park House entry foyer.

David Neely has written *In the Rear-View Mirror, A History of the Rolls-Royce Owners' Club of Australia*, published by The Sir Henry Royce Foundation, Australia, and has generously donated a copy of this magnificent 581-page book to our Club. It currently sits happily beside the editorial desk, and the present and future editors, as well as other Club members, will enjoy delving into its pages. Thank you, David.

David, along with U.K.-domiciled Tom Clarke, wrote *Rolls-Royce and Bentley in The Sunburnt Country*, which was published by The Foundation in 1999. Copies of this superb book are still available through the web site <http://www.roycefoundation.com.au/site/> at \$A185 including postage and packaging. The Foundation has just made the following announcement:

**Complimentary Supplement to 'Rolls-Royce and Bentley in The Sunburnt Country'**



Since publication in 1999, the authors, Tom Clarke and David Neely, have appreciated receiving many contributions from readers with corrections, new information and new photographs. These have been compiled in a Supplement which can be freely downloaded - go to Services/Publications/Rolls-Royce and Bentley in The Sunburnt Country. Please note the Supplement is over 80 pages and has over 130 photographs, so allow a few minutes for the download.

The Foundation is delighted with this unique adjunct to one of its publications. It provides additional information to those who have a copy of the book and prospective purchasers will benefit as well. Further editions of the Supplement are planned as more details come to light about Rolls-Royce and Bentley cars that came new to Australia in the first fifty years.



Some more views of Studley Park House, with David Neely's Silver Spirit ASF13352 gracing the grounds to the left. The library is shown on the right, and a light well above right.



### Some Photographs From the Glynn Williams Collection



George and Heather Nimmo have recently joined the club, and here are two photographs taken of their car, B14JO, when it was owned by Mr (later Sir) Russell Matthews. On the left we have Glynn's late mother, Ceinwen, demonstrating a less than satisfactory method of entering the driver's seat.

## Aoraki Mount Cook Weekend 10 - 12 July



Well, we have made it as far as our lunch stop at the Farm Barn, Fairlie.

In 2006 the then Southern Region Committee decided that, rather than hold a mid-winter Christmas dinner and just drive home from the venue, why not do something more challenging? New Zealand's highest peak, Mt Cook, is fairly challenging, but it has a splendid hotel, The Hermitage, at its base. Bruce McIlroy was able to arrange Mates' Rates there, and so was born the annual Mt Cook Weekend. Joy and Henry Green, with Alastair Scott, decided that an extra night there was worthwhile, and the thought of Alastair's retiring to watch the rugby from the comfort of his room on the Sunday clinched the format; we now stay on the Saturday and Sunday nights, and enjoy activities on the extra day without being constrained by a 10 a.m. check-out.

Organisation of the event, this year as last done in co-operation with the Rolls-Royce and Bentley Touring Club (Inc), must remain fairly flexible, for we can never be sure what the weather and road conditions will be. 2006 was the year of an unseasonable early snow which isolated and immobilised much of inland Canterbury, and the roads were opened only hours before we travelled on them. The temperatures in 2007 were very low, and spectacular hoar frost decorated each tree and fence. In 2008 a snow storm struck coastal Canterbury, and those delayed there were reassured by mobile phone communication to let them know that the weather inland was clear, if very icy. Last year it snowed heavily all day on the Sunday, and it was a very careful convoy which returned home the next day. In 2009 Mt Cook only emerged from the clouds shortly before we departed, so we have been fortunate to have enjoyed seeing the mountain every time we have visited.

It has been an unpleasantly damp winter in the South Island so far, so it was with great pleasure that we emerged from the gloom which lingers of a morning around Banks Peninsula, to enjoy clear weather and spectacular views of the Southern Alps as we drove towards them. Some of us met at Ashburton, and others joined us at our first organised stop, which was at the studio of the noted artist John Badcock, on the outskirts of Geraldine. John needs travel no further than his studio to see the landscapes which inspire him, and at the café above Fairlie, where we stopped for lunch, we enjoyed 360 degree views.

More and more people joined along the way, so we eventually had 30 people in seven Rolls-Royces and four Bentleys. What was even more gratifying was that we had John Davies and Mickey Greaney in John's Thrupp & Maberly 20/25 GXK10 from Mt Maunganui; Bill and Audrey Baldwin from Te Puke; Richard and Lois Hadfield from Auckland; and Peter and Gwen McPherson from Tapanui, Otago, in their Silver Spirit SCAZS003CC404577,

making this a truly National event. Richard is of course our Immediate Past Chairman, and a previous National Chairman, Dr Henry Green, was also present, as well as Michael Midgley, our current Chairman. Stephen Fowler had worked late on his Silver Shadow II SRH35181, remedying the mounting of its front spoiler, and did not finish its preparation to the high standard he maintains until 4 a.m., so he was a little late joining us at Fairlie with his passengers Helen Ridgen and Helen McArthur. It was nice, too, to meet John and Irma Hughes and their grandson, also from Tapanui, who are members of the Touring Club.

Cars ranged from the McIlroys' Silver Ghost 60ZG, through Ramon Farmer's Bentley Park Ward Saloon B175KU, Geoff Walls's and new member George Nimmo's Mark VI Bentleys B274MD and B14JO respectively, to Henry Green's and Peter McPherson's Silver Spirits.

This time we arrived at The Hermitage in daylight, and after parking the cars under cover in the sheltered space the hotel provided beside its ventilation system, we had time to make the most of what we had remembered to pack, before gathering in one of the hospitable bars before dinner. Your reporter was treated to a Tio Pepé by a Past Chairman, and was reminded of just how good an aperitif a chilled and extremely dry sherry can be. The dinner was truly magnificent, even if the wine list was sparser than we expected, being short on Shiraz if long on Pinot Noir, and short on both Chardonnay and Sauvignon Blanc. The rugby between the All Blacks and the Springboks was showing on the large screen in the lounge next door, and well into the morning the Tour de France was available on the television sets in our rooms, so some of us were not quite as bright as usual when we tottered towards the breakfast buffet each morning.

Ah, The Hermitage buffet breakfast; you must understand that this was partaken of fully in order to ensure that we had enough



Our intrepid guide, Ramon Farmer, at Kea Point; you can see why the walk is a good tonic for those who stayed up quite late to watch the Tour de France.

energy to achieve the walk to Kea Point, and in this everybody, from the first to the ninth decades of life, who did the walk was successful. The snow still present from the last fall a week or so earlier had turned to ice, with the crystals reflecting the bright light, and on the track previous foot pressure meant that there were some very treacherous shady patches; there were several falls, luckily without damage. We salute the Swiss couple who wheeled their 7-month-old daughter all the way in her push-chair with small wheels better suited to Parnell Village.

We all devised different ways of enjoying our time at Mt Cook. While Bill Baldwin walked to Kea Point, Audrey pursued her practice of painting a watercolour to remember each destination. Geoff Walls, along with Paul and Helen Hogg, and Helen McArthur, took the helicopter ride up onto the Tasman Glacier and beyond in conditions the pilot described as unusually good, and returned aglow.



*In one of the comfortable public rooms at The Hermitage, from left Dr Henry Green chats to our current Chairman, Michael Midgley, and John Davies. John was kept warm by the foresight of his late father, who stocked up on garments he collected during his service in North Africa, Italy, and Northern Europe with the Maori Battalion. They (the trousers) were in a trunk which had not been opened since 1946.*

Helen McArthur brought along the intriguing board game Articulate! and at our youngest participant's insistence it must be reported that the girls beat the boys by quite a margin. Then it was time to take a nap or otherwise prepare for another dinner, evening of good company, and participation in the Tour de France.

12<sup>th</sup> July marked the 100<sup>th</sup> anniversary of the Honourable C.S. Rolls's death in a ballooning accident at Bournemouth, and this milestone was very much in our minds during the weekend. Bruce McIlroy had obtained some interesting material from Britain, which we hope to publish in our next magazine.

Sheltered though the cars were, the temperatures were quite low enough to make starting on the Monday morning a test of the equipment. John Davies had been experiencing some difficulty in starting his 20/25, and Bruce McIlroy demonstrated the various optimum settings, after which the engine fired within its first revolution. Unfortunately it soon stopped, showing that the petrol



*In perfect weather outside The Hermitage, our Past Chairmen Richard Hadfield and Dr Henry Green pose with our current Chairman, Michael Midgley, in front of Bruce McIlroy's Ghost 60ZG.*

on/off tap worked well. When it came to start the Silver Ghost, John Ferguson's jumper leads from his Silver Cloud 2 were of great assistance. It says much for these cars and their preparation that no hand had to be laid upon them to do more than check and perhaps replenish fluids. Thank you, Bruce, for organising the weekend, and thank you to everyone who attended.



*Three Bentleys are enjoying the 360 degree views from atop Mt John, near Tekapo. Their occupants are enjoying the ham sandwiches, carrot cake, and coffee at the café there. From left, Lois Hadfield, Michael Midgley, Geoff Walls, and Helen and Paul Hogg.*



**A selection of Lois Hadfield's photographs, taken during the Mt Cook Run 10 to 12 July 2010**



(Clockwise from top left) First stop, John Badcock's studio at Geraldine, showing John Davies's GXK10; The McIlroy Ghost 60ZG and occupants arrive at The Hermitage; the view is so good that Richard, Hilary, and Michael aren't looking at Ramon Farmer's B175KU; two views from atop Mt John; The Giant Jersey in Geraldine, which gives the excuse to quote Denis Glover's "Home Thoughts" (Penguin 1983) I do not dream of Sussex Downs/ or quaint old England's quaint old towns/ But think of what will yet be seen/ in Johnsonville and Geraldine; Richard about to tackle a Mt John Café ham sandwich; Lake Tekapo; (from left)

Gwen McPherson, Bill and Audrey Baldwin, Helen Ridgen, John Ferguson, and Henry Green at dinner.



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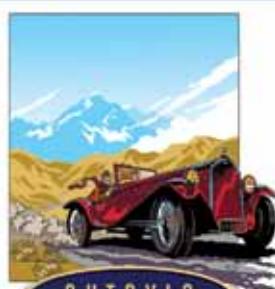


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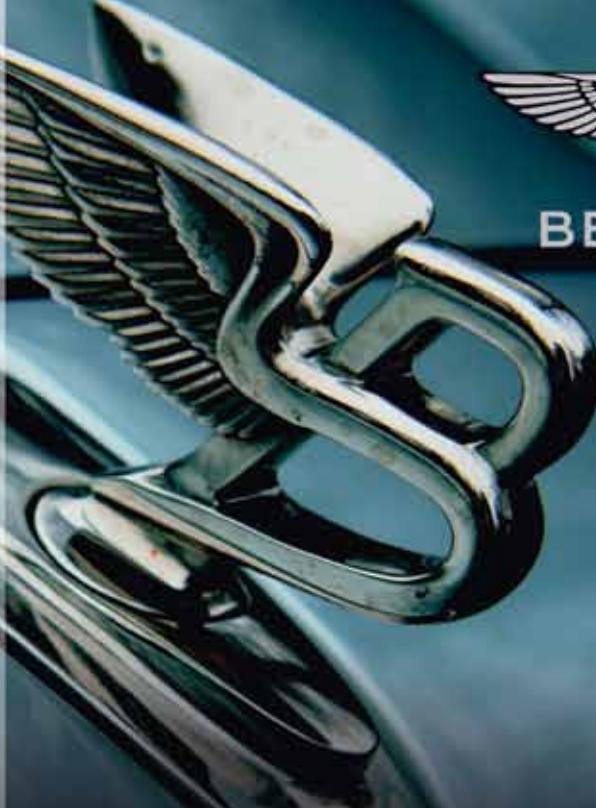
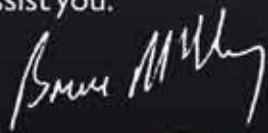
**Authorised Bentley  
Service Dealership  
& Rolls-Royce  
Heritage Dealer**

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

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

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

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



## PARTS

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



## SERVICE

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



## RESTORATION

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



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