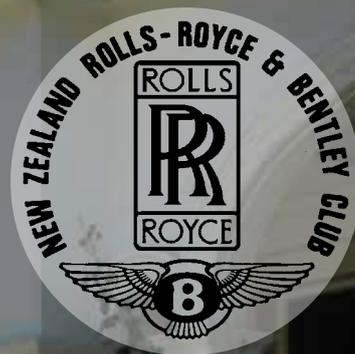
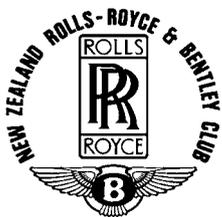


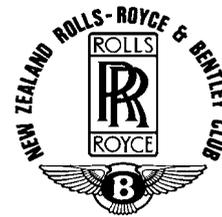
# New Zealand Rolls-Royce & Bentley Club Inc

Issue 10-4, 2010





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



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

### NATIONAL EXECUTIVE:

**CHAIRMAN** Michael Midgley  
RD 1, Culverden, Nth Canterbury 7391  
Phone 03 315 6445 or Mobile 0274 148 145  
Email [midgley@m@xtra.co.nz](mailto:midgley@m@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 Riddell  
27 Edith Street, Fairfield, Dunedin  
Phone 03 488 1121 Email [edjojr@xtra.co.nz](mailto:edjojr@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 [midgley@m@xtra.co.nz](mailto:midgley@m@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 to anyone with an interest in these two distinguished marques, whether or not they are the owner of a Rolls-Royce or Bentley motorcar. Your Membership SUBSCRIPTION includes the Club Magazine (6 issues annually), the right to attend all Club events and activities, and the right to partake in all aspects of Club management.

**FEES:** Registration Fee \$ 10.00 (once only)  
Membership Fee \$115.00 (annual, reduced to \$100 if paid within 28 days of invoice)  
Family membership \$ 5.00 (annual)

**CONTACT** Membership Registrar NZ Rolls-Royce & Bentley Club, Inc  
Rob Carthew, 85A Wharewaka Road, Taupo  
Phone: (07) 377 4117 Email: [watcher@pl.net](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 re-joining members:**

Dr Henry and Mrs Joy Green  
31 Archibald Street, Ashburton, 7700.  
Ph: 03 3083274 Fax: 03 3083274  
1949 Rolls-Royce Silver Wraith Saloon  
with Division  
by H.J. Mulliner Chassis: WDL43  
Registration DW 6100

*Henry (about to cut the cake commemorating a recent milestone) with Joy. Henry is a Past Chairman, and we cherish Joy's and his wisdom.*



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

David, Rhonda, Lee and Jan Dymock  
1 Capistrano Mews, Manukau, Auckland 2015  
(09) 262 2124 (021) 923 804  
[david@culamix.co.nz](mailto:david@culamix.co.nz)  
1953 R-Type Bentley AW 1526 B179TO



**CLOSING DATE FOR NEXT MAGAZINE: Deadline for receipt of all material Issue 10-6 22 November 2010**

*Front Cover: Michelle Simpson and Rob Carthew with B101LH outside "Gwavas." See Rob's article on Page 10*

## 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 Sir Peter Jackson's collection, and accommodation is going to be booked solidly all the way south to Kaikoura. Alastair Scott ([aigscott@jhug.co.nz](mailto:aigscott@jhug.co.nz) phone 03 343 153 or 0274 360 552) is the accommodation coordinator for the event. He has responded to all requests for accommodation up to the cut-off date of 15 September. Further enquiries should be made directly to the hotels and motels. The Southern Region Committee has decided that there will be no Registration Fee.

The 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. Alternatives include vineyards, gardens, and art galleries.

Saturday evening: Drinks, followed by Dinner at Vintage Car Clubrooms, Brayshaw Park, Blenheim. The Southern Region will provide wine, soft drinks and beer; b.y.o. spirits if required.

Sunday morning 1000 departure: Scenic rally with a jolly good lunch stop. Sunday's flying programme differs from 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:

**Labour Weekend 23 to 25 October** 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 (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.



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

### Central Region:

**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.

**Sunday 31 October:** Meet the visiting members of the Silver Ghost Association at Southwards for brunch and socialising at 10 a.m.

**Saturday 20th November:** The Silver Ghost Association from the USA are undertaking a month-long tour of the North Island and so the Central Region will host approximately 12 Silver Ghosts and their passengers on a scenic tour from the Copthorne Hotel through Wellington to Southwards where we will have lunch with them, so that you, our members, can meet the visitors and look at their cars. We will leave the Copthorne Hotel in Oriental Bay at 9.00 am and head to the top of Mt Victoria for a photoshoot. From there we will head round the bays then out to Makara via Karori and then to Johnsonville and to Southwards. All Central Region members are invited to join us either at the top of Mt Victoria (in view of likely parking problems in Oriental Bay) or at Southwards for lunch at about midday.

**Sunday 28 November:** Central Region AGM. 5 p.m. at the Fireman's Arms, 313 Jackson St, Petone, followed by a meal.

**Sunday 16 January 2011:** Barrie Benseman has invited us to morning tea and sticky buns at 10.00 am to view his enormous collection of large (like 12" long or more) tinplate model cars. His address is 18A Barnes Street, Seaview, Lower Hutt.

**Sunday 20 February 2011: Club Outing to Gwavas**, organised by Rob Carthew. See Rob's article on Page 10 of this issue, and since this event takes place during the Art Deco Weekend in Hawkes Bay please let Rob know at [watcher@pl.net](mailto:watcher@pl.net) or (07) 377-4117 by **20 October** of your intention to be present.

### Southern Region:

**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:** The Haast aviation commemoration weekend takes place the week before Canterbury Show Weekend, so we will organise a one-day event closer to home. Watch this space for further details.

**Sunday 21 November:** We are invited to the Country Gents' Hillclimb at Hawkswood. Contact National Secretary, Geoff Walls.

### 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)

## Mainland Comment

No, I don't think we need one this time, apart from a heart-felt Thank You to our Club friends who sent their

wishes and concerns during the recent Unpleasantness. Our thoughts are also with our members in Otago and Southland.

## News

We hear that Bruce Selbie, in the 20/25 H.J. Mulliner Sedanca GUB68 (pictured below and right) is making good progress through Mongolia during this year's Peking to Paris Rally. His co-driver has had to fly home with suspected appendicitis, and the



(Above) WVA75, a 1947 Silver Wraith Freestone & Webb Touring Limousine, has just gone to a new owner in Auckland.

complications of arranging a replacement have meant that Bruce is travelling by himself, while hoping that he will be rejoined later in the event.

Steve Stuckey probably knows more about Phantom III Rolls-Royces than anyone now extant. He recently visited New Zealand

from his home in the Australian Capital Territory, to meet most of the seven or eight cars here, and their owners, and through the kindness of John Ferguson your reporter was able to meet Steve. Steve reads our magazine on line, through Ashley James's [www.kda132.co.uk](http://www.kda132.co.uk) web site. He writes authoritative articles for our big sister publications *Præclarvm* and *The Flying Lady*, and now that our larger format will permit longer articles we intend reprinting them, with his and their editors' permission. Phantom IIIs are an unjustly neglected model, right from their introduction at a time when the Company was fully committed with aeroplane engine development, through their enforced lay-up during the Second World War and the usually haphazard recommissioning which often resulted in engine damage, to their reputation as daunting commitments of expertise and expenditure of time and capital.

That over 700 cars were built between 1935 and 1939 is remarkable; no less remarkable is the Company's loss of about £500 on each chassis built. Steve's research has shown that the poor quality of fuel and lubricants available in Britain (and the approved oil company's changing the formula of the recommended oil without telling Rolls-Royce) led to many of the problems which have tainted the reputation of these wonderful V12 engines; in North America, where the oil and fuel was of better quality, and the cars continued in use through the War, the incidence of engine replacement is dramatically lower.

Steve is working on an article about the projected "Continental" model Phantom III which was cancelled after the prototype was built, and we look forward to being able to print it in our magazine.



On a bright spring day at "Waitahuna", Gavin Bain's home at Governors Bay, from left we have Gavin's 1936 Phantom III Thrupp & Maberly Sedanca DeVille 3AZ56; John Ferguson; Gavin; Steve Stuckey; and John's 1938 Phantom III Thrupp & Maberly Touring Limousine 3DL22.

# *Bentley Drivers' Club Australia Nationals, Queensland*

## *by Peter Morelli*



The Bi-annual Australian Bentley Drivers Club Nationals were held in Queensland. These took place over the weekend 29 July to 2 August at the Hyatt Regency Sanctuary Cove Resort on the Gold Coast. Some sixty-odd cars attended from all over Australia, as well as International entrants from the U.K., Ireland and New Zealand.

Mary and I had arrived earlier in the week, having driven down from Darwin at the end of the Over the Top Tour organised by the West Australian Region of the Bentley Drivers' Club. In Darwin we had bid farewell to the great support crew of Kevin Cochrane and Craig Bennington who had performed the Herculean task of getting all the Over the Top entrants across the finish line under their own power. As was to be expected our little group of Graham Leacock (Brisbane), Peter Graham (Perth) and ourselves were a little apprehensive setting off into the Great Red Yonder on our own.

the way we called in at the quaintly named Witches Chase Cheese Factory and Brewery. Having battled twisty roads and slow traffic conditions all the way up Tamborine Mountain, everyone took this opportunity for a coffee break. The next stop was just up the road at the Witches Falls Winery for a quick tasting, then on to Cedar Creek.

We should just have retraced our steps for the return trip, but unfortunately there were some three lines missing from the route instructions! Realising our predicament we resorted to the trusty GPS (now also acting as a speedometer, Messrs Smith and Co having gone walkabout somewhere in the Northern Territory) to get us home.

That evening saw us taking in the Outback Spectacular show. The show in general showcased the role of the Aussie Stockman or Jackaroo in building Australia. The main focus though was on the role of the Australian Light Infantry and their heroic charge at Beersheba in the First World War. During all this the audience was fed and watered by a band of 40 or so outback-attired Jack-and-Jillaroos; a thoroughly enjoyable experience, and highly recommended.

On Saturday morning we headed off in the general direction of Mount Warning National Park to Mavis' Kitchen for lunch. The setting was splendid, a phalanx of Bentleys lined up on the green



*Cars lined up outside the Witches Chase Cheese Factory, Mt Tamborine, QLD*

The Hyatt Regency Resort provided just the sort of balm for weary bodies we needed after the nearly 4000 km dash from Darwin over ten driving days. All too soon it was time to gird up our loins once more and embark on an activity-filled weekend organised by the Queensland BDC.

Friday saw the group of early arrivals headed into the interior to Cedar Creek Winery and its attendant Glow Worm Cave. On

sward against a backdrop of threatening clouds. The clouds held off, the repast was excellent, and all too soon we were winding our way back down the valley to visit renowned Bentley guru Neville Webb's workshop. Neville has a magnificent 8 litre Bentley special, complete with a black chrome radiator. He is also busy restoring a Grand Prix Sunbeam. With a Speed Six being fettled and another 8 litre under construction there was plenty to interest



*Mavis' Kitchen Mt Warning: Graeme Miller's 6½; Morelli 8 Litre*

the attendees.

As the only New Zealander at the Rally I was privileged to be invited to attend the bi-annual meeting of the Australian Regions, plus the Bentley Drivers' Club of Australia. It was interesting to hear that many of the issues the Club faces in Australia are actually pretty much universal – the drive for members, rising costs etc. - in fact the same problems facing motoring clubs everywhere. One of the main issues was inter-regional communication. Even with the internet and email, somebody still has to press the keys and read the message!



*Sunday display at Sanctuary Cove Village, Gold Coast, QLD*

Next day, Sunday, the cars were put on display down in the Sanctuary Cove Village, attracting a goodly crowd. Then it was off to the Bearded Dragon Inn for a gymkhana and lunch. The driving tests included guessing the length of a rod (?), driving in a circle while the navigator held a rope, and a blindfold driving test. Representing Western Australia with Julian Walter as navigator, the 8 litre eclipsed all to win the Blindfold Driving test!

That evening was the Scottish Themed Final Dinner, complete



*Tony John's (Vic) 1924 3 litre; Tim Rymill from Noosa with his 3/ 4½*

with Scottish Pipe Band and swirling kilts. Our friends Graham Leacock and Marilyn Kerrigan won the furthest travelled. They had completed 16,000 kms, driving from their home in Brisbane to Perth, to take part in the Over the Top Tour to Darwin. They then drove back via Townsville to pick up their dog Zeppelin who had been holidaying on Magnetic Island! Mary and I were not without reward, the 8 litre being awarded Best W.O. Bentley at the morning's display. We were also fortunate to win second prize in the raffle! The evening finished to the skirling of the pipes with some genuine Scottish reels, performed outstandingly by the Doctors Morgan (Wales & UK).

Mary and I would like to thank the Queensland Committee, particularly Peter and Jane Stockel, for the superb organisation and providing a fun-filled weekend. Thanks too to all the other entrants who made us feel so welcome in Australia. A special thanks to Graham and Marilyn for helping us plan the accommodation stops along the route from Darwin, and for their good company along with Peter Graham and Jenny Lebens on the way. We look forward to seeing you at the next Nationals in two years.



*Graham Leacock, Marilyn Kerrigan (Furthest Travelled) Peter & Mary Morelli (Best W.O. Bentley)*

## Central Region Report

Three Silver Shadows, two Silver Clouds and a Bentley Brooklands met in Upper Hutt, expecting to brave the forecasted violent weather as we headed over the Rimutakas. In fact, apart from a bit of a breeze and some occasional clouds, the weather was perfect. By way of back-roads known only to a visiting guest we arrived at Stonehenge Aotearoa to be carefully marshalled into a corner of the car park, to make room for an imminent invasion of Mazda MX5s. They must have numbered at least 20, all with hoods down of course. Fortunately we were there first; otherwise we would still have been trying to get out!

After an audio-visual presentation we progressed to the henge itself where the layout of the stones, concrete blocks actually, NZRR&BC Issue 10-5

was explained in detail together with the need for 1000+ hours of surveying work that ensured their correct and accurate positioning.

We heard how, by observing when various stars were observed to rise and set in relation to the various stones, people in olden times knew when to sow and when to reap. Also, many of the stones marked the positions of sunrise and sunset at the solstices and the equinoxes, and at these times Druids and others held and still hold their religious ceremonies.

And, by the way, did you know that because of the eccentricity of the earth's orbit around the sun, the day will not always be exactly 24 hours long, but can vary by up to 20 minutes? For

further details go to <http://www.astronomynz.org.nz/stonehenge>

After our visit to Stonehenge Aotearoa we had lunch at the Gladstone Inn where an added attraction was the annual blacksmiths' forging and horse-shoeing competition. All very fascinating to watch even if they didn't have a Model T Ford to practise on!

Roy Tilley

*Roy Tilley's Silver Shadow (SRH12991) sits to one side while Barrie Benseman, Dean Gillatt and Jeff Jones discuss the relative merits of the Silver Cloud III (SEV249) and the Silver Cloud II (SRA247).*



**Six Pot Group and Horseless Carriage Club Visit to Tamaterau Engineering and Replicore Vintage Radiators Saturday 18 September; Adrian & Sylvia Garrett's Heavy Horse Centre Sunday 19 September; George Urquhart's text, Philip Eilenberg's and Bruce Madgwick's photographs .**

After viewing a practical demonstration that Adrian staged of his Shire and Rowan horses pulling the Lion Brewery Dray (built in Luton UK in 1896) attired in beautiful Lion Brewery harness and a Wagonette of New Zealand manufacture in 1880 plus a Butterfly Gig from Gore and a authentic Gipsy caravan embellished with magnificent carvings and paintings we went modern to see his 1907 and 1911 Rolls Royce Silver Ghosts. Adrian and Sylvia will be in their 1911 Silver Ghost for the Silver Ghost Association Tour commencing 3 November 2010. They were to have done the Horseless Carriage Club Spring Tour in the 1911 Ghost, but the weather was predicted to be unsuitable, and, as the driver of one of only two pre-1950 cars, I can confirm that the conditions would have been hazardous for the usual contingent of Veterans. I cannot change the wind jamming profile of my 20/25 but have resolved to try and improve the suspension and steering, come what may.

The first highlight of the tour was a visit to Replicore New Zealand Ltd of Tamaterau Engineering situated high in the hills above Onerahi past the Whangarei Heads. They repair and build vintage radiators for vintage cars and vintage aircraft. Nick Jarman is a toolmaker and John Rummery is a schoolteacher with many years' experience with car radiators. From the well equipped workshop on a country farm Nick makes all the special tools to form the many different radiator tubes. George Mihaljevich started the business

A very interesting unit was an oil cooler for an FW190 German WW11 fighter aircraft. The major current tooling development is



*Nick Jarman, owner of Tamaterau Engineering, with Adrian Garrett, tour organiser, looking on.*

to produce the slat style tubes for the D.H.85 Mosquito presently being made ready for flying at Ardmore. The complexity of this tool and accuracy involved is testament to the skills of this team. One is an apprentice, which augers well for the future. We visited Glyn Powell at his Drury factory in April and saw the wooden airframe with plywood sheathing of this famous WW11 Mosquito fighter bomber under manufacture. This aircraft is destined for Virginia USA, after being fitted out by Avspecs at Ardmore, which will of course include the radiator, oil cooler and heating units we saw at Replicore.



*John Rummery, original owner of Replicore, with Richard Hadfield (seated) and on his right Len Woodgate of the Horseless Carriage Club.* many years ago, and John was tutored by him. Donna Jarman prepares the radiator tubes; some of this equipment was developed and made by Len Southward for cores with complex shapes for Veteran and Vintage cars. We saw the manufacturing from scratch, and also the re-coring, of radiators, oil coolers, cockpit and machine gun warming for P40 Kittyhawk and other Allison powered war-planes, Hurricanes, Spitfires, Mustangs, Harvards, plus World War 1 Se5a, Curtiss Jenny, SPAD, FE2b, and Fokker.



*Bruce Madgwick's Photograph of Richard Hadfield watching the Shire Horses pull the Butterfly Gig from Adrian's Barn at Kerikeri.*

## Obituary - Frank Munger (Reprinted by permission of "The Guardian")

The technical artist Frank Munger, who has died aged 90, specialised in cutaway line drawings of aircraft, their engines and missiles. His work was published in Flight International magazine for more than 40 years. Frank managed to make a seemingly complex subject readily understood, even down to the pilot's safety harness.

Using pen and ink on art board, he opened up aeroplanes, ranging from the lumbering Vickers Vimy bomber of the first world war to the supersonic Concorde. In the aftermath of the Concorde crash in 2000 in Paris, Frank's cutaway showed the relationship between the fuel tanks and the plane's undercarriage. (A metallic strip found lying on the runway had burst one of the plane's tyres, and the resulting rubber fragments punctured a fuel tank that caused a fire.)

Frank's detailed knowledge of how aircraft were constructed was gained during the second world war when he was in the RAF. He was born at Walters Ash, near High Wycombe, Buckinghamshire, and attended Naphill primary school. He grew up with a passion for drawing, mostly horses and internal combustion engines. He learned to dismantle and reassemble the motorbike engines of his friends and neighbours, and at the outbreak of the war was managing, without any formal engineering training, the servicing of food lorries. He volunteered for the RAF, and, to his delight, was posted to a course for engine fitters at Squires Gate, Blackpool.

Frank was then posted to a Vickers Wellington bomber squadron before moving in 1941 to Singapore. With few aircraft to service, and knowing that Japanese forces were about to strike, he and his fellow airmen spent their time destroying anything that could be of use to the invading forces. He boarded the Empire Star shortly before the fall of Singapore in February 1942. Sailing for Sumatra, he and his comrades, armed with rifles, lined the decks to shoot at Japanese bombers that were attempting to sink the vessel.

By 1944 Frank was stationed at Guadalcanal, in the eastern Pacific, servicing Royal New Zealand Air Force Curtiss P-40 fighters. To his delight, these American-manufactured aircraft came with individual toolkits (British fighters came with but a spanner). After he contracted tuberculosis, he was sent home and, to his dismay, was invalided out of the RAF, having lost a lung.

In January 1945 Frank saw an advertisement for a junior artist's position at the studios of Iliffe and Sons, near Waterloo station, London. Iliffe published trade and leisure magazines on subjects

ranging from nursing to yachting. Despite having no formal art training, Frank, having taken along his RAF notebook sketches, was accepted by Max Millar, the head artist. Millar knew that Frank's knowledge of aeroplane engines would be invaluable to Flight International's news of all the latest developments.

In the summer of 1945 Frank accompanied Millar to Rolls-Royce at Derby to help draw the new Griffon piston engine which powered the latest Spitfires. For Frank, it was the beginning of a 65-year relationship with the company. His first cutaway drawing of an aeroplane, the box-like Bristol Freighter, was published in March 1946. In 1955 he drew the Rolls-Royce Avon jet engine, which powered the RAF's Hawker Hunter fighter. He completed the full pencil sketch in just four days.

In the late 1950s Flight International published a series of "probe" drawings of the US's latest supersonic jet fighters. With the manufacturers unwilling to divulge information, Frank and his colleagues gathered diverse snippets of data and production line photographs of the F-104 Lockheed Starfighter. His accurate deduction of how the jet was constructed led to an anxious call from the air ministry, demanding to know where he had obtained the facts about a supposedly secret fighter.

Frank drew more than 250 cutaway drawings; the major ones took more than 300 hours each to complete. He retired in 1985 but continued to draw for publications. He also took up model engineering and watercolour and oil painting. A selection of his works now hangs in the RAF Museum at Hendon, north London. Frank left London and moved to West Hallam, near Derby, and joined the Rolls-Royce Heritage Trust. One of his last projects was helping to restore and test a Rolls-Royce Merlin engine. He won many awards from the Guild of Aviation Artists.

Frank was a quiet, unassuming man but at his studio desk, cutaway in progress, he always gave those interested a warm welcome. His skill with the pen, knowledge of what was needed and which details to omit, gave clarity and understanding to his drawings. He was once asked what makes a good cutaway artist. He replied: "An artist who really wants to know what goes on under the skin."

He is survived by a son, Derek, and a daughter, Tricia. His wife, Helena, predeceased him.

• Frank Munger, artist, born 2 May 1920; died 24 June 2010

### Ah, Summer in England.

For those who have always wondered why the picnic tables are fixed inside the cars ...

from "THE HANDBOOK OF THE BENTLEY S3"

Second Edition © Bentley Motors (1931) Limited (1964) Reprinted July 1964 Price £2 2s 0d

#### CHAPTER 1

*Controls, Instruments and Accessories*

#### DRIVER'S CONTROLS AND INSTRUMENTS

##### Ignition and starter switch

Turning the key to the left completes a circuit which allows the radio, **windscreen wipers** (*emphasis added!*) and cigar lighter to be used while the car is parked. ... This position is ideal for picnicking for example, when it is required to use the electrical accessories without the ignition being in circuit."

*One of Michael Midgley's cherished discoveries. The illustration on the right from Glynn Williams's Silver Cloud brochure shows the interior of the car before we get crumbs all over it.*



# Company News

## Rolls-Royce Bespoke Design at Salon Privé – A return to the golden age of picnicking

“The most exciting thing for me is that an automotive company has embraced a project like this. It’s very non-automotive for car designers to be given the opportunity to sit down and focus on something like a bespoke picnic set. It shows a vibrancy in the brand and make us unique.”

Alex Innes – Rolls-Royce Motor Cars bespoke designer

“The creation of a bespoke picnic set was always a question of entertainment, not just functionality. You choose to eat outdoors and you want to do it in an entertaining and elegant way, to make an occasion of the experience. Our design encapsulates that approach.”

Gavin Hartley – Rolls-Royce Motor Cars bespoke design manager

### Background:

The 1920s. A golden age for picnicking. An era in which dining al fresco was an event to be savoured, not just a convenience on a long journey. For Rolls-Royce owners, opulence was the order of the day. As well as Rolls-Royce designed hampers, names like Asprey, Coracle, Vickery and Drew & Sons could be found straddling the running boards of cars, as drivers and passengers prepared to dine out in style. Frequently the centre-piece of a day, the picnic was an event in itself, to be enjoyed in the presence of an automotive work of art to complement the most delightful English view or the highest society event.

Today the golden age of picnicking promises an exclusive return thanks to the skill of designers and craftspeople at Goodwood, England. The Rolls-Royce Motor Cars bespoke programme has delivered an exclusive four person picnic set, taking cues from the past and translating them into a modern and exclusive interpretation for 21st century.

### A picnic set developed for the Phantom Drophead Coupé

The idea had been considered during the development of the Drophead Coupé. However, the launch of this hands-on variant of the Rolls-Royce Phantom in 2006 presented the perfect canvas for work to begin. Here was a car that drivers and their guests would truly embrace - with a trunk operation that replicated the opening of a picnic cabinet. It echoed some early coach-built models, where the cars themselves were an integral part of the dining experience.

### What was the starting point for the design?

Extensive research was key. The aim was to understand the past and encapsulate the essence of early 20th century designs. Back in the day, diners could choose from an array of products from suitcase, wicker or front-folded trunks. Then there were the features included to accommodate the type of picnic experience – hot or cold for example – as well as the number of guests to be considered.

But a 21st century Rolls-Royce picnic set was not a question of mimicking past design, far from it. Nor was it a case of benchmarking against picnic set designs today – however exclusive. For the design team at Goodwood the brief was clear; create the Rolls-Royce of picnic sets, with a design benchmarked against the stunning cars themselves - starting with the Phantom Drophead Coupé.

### How long did the process take?

Research began early in 2009. Then in the autumn, the design started to take shape. From the first pencil sketches, a further three months were taken to develop a computer aided design scheme, then three more to make a working prototype. In total, around six months and 1,500 hours went into the design and creation of the four person picnic set, before its first appearance at Villa D’Este, Italy in April 2010.

### What were the design challenges?

There were practical challenges of course, such as considering how a modern picnic set might be used by its owner. Then there was question of identifying suppliers for the contents. But, fundamentally, there was a deeper issue: the Rolls-Royce of picnic sets had to possess the wow factor.

Alex Innes explained, “We wanted to make sure this wasn’t just going to be another box filled with other people’s products; it had to be designed from the ground up. And we wanted to come up with engineered solutions, demonstrating our innovation.”

“A degree of theatre was particularly important too,” added Gavin Hartley. “We wanted to explore the way the trunk opens in the Drophead Coupé. The way things open out, you appreciate a sense of unpacking. It’s exciting and surprising and exceeds expectations. You might think it’s a box, but when you open it out, it presents owners with useful surfaces like drop-down tables.”

### What is it made of?

The set blends attributes of traditional wicker hampers, but in a leather front-folded unit that facilitates air flow while offering the solidity of a trunk. The team started with oiled teak, a material that complements decking commonly selected as an option by Drophead Coupé owners. Saddle tan leather originates from a small tannery in Germany while polished aluminium and stainless steel complete the unit to be presented at Salon Privé this week.

After opening the set and folding out Indian rosewood tables, owners are presented with Goodwood designed hand-blown and cut stemware, cutlery made by David Mellor CBE, and clever design touches like magnets inside chopping boards to hold knives in place.

But while designed to a recommended layout and configuration, the set can be personalised through veneer, leather and individual requirements; this is a bespoke picnic set after all.

Oak might be chosen as an option by the owner of a Phantom saloon to match a vehicle interior. And leather can be dyed to match the colour of an owner’s Rolls-Royce luggage set – another exclusive design developed in the Goodwood studio.

### How much of the picnic set will be made at Goodwood?

Like all Rolls-Royce bespoke designs, the picnic set has been brought to life by skilled craftspeople working in bespoke wood and leather shops at the Rolls-Royce plant in Goodwood. Only metal work and contents of the set are sourced from carefully selected partners to exacting Rolls-Royce standards.

### Are there any customer orders?

The four person picnic set is a commissionable item, made to order. And while the team’s focus was for Drophead Coupé, the first firm customer order came from a Phantom saloon customer in the UK. Further orders are expected, following a number of serious enquiries worldwide and its UK debut at London’s exclusive Hurlingham Club.



ROLLS-ROYCE MOTOR CARS BESPOKE DESIGN FOR A FOUR-PERSON PICNIC SET



ROLLS-ROYCE MOTOR CARS



ROLLS-ROYCE MOTOR CARS BESPOKE DESIGN FOR A FOUR-PERSON PICNIC SET

## **“1671”, The First Rolls-Royce in Hawkes Bay by Rob Carthew**



*Gwavas Homestead in 1889 before the second storey was added.*



*Gwavas Homestead in its heyday. The tower has since been removed.*

In the mid 1850s Major George Gwavas Carlyon and his family left Cornwall to settle in New Zealand, the family initially establishing in Lower Hutt whilst Major Carlyon went north to Hawkes Bay to purchase 11,000 acres in the Hampden area (now Tikokino) which he called Gwavas. This was at a cost of ten shillings an acre. In 1860 the family moved north, travelling by bullock dray for several days until they finally reached their new home. The first homestead was built in 1861 of pit-sawn timber from the bush.

The family added to this land and in due course Gwavas comprised some 32,000 acres on which grazed Aberdeen Angus cattle and sheep. This early farm settlement prospered despite its relative isolation and by the late 1800s Gwavas Station was becoming well known not only for its quality wool, meat and timber but also for its “Carlyon Creamy” ponies – sired by imported Exmoor stock.

It was through Gwavas Station that Hampden gained many of its early families. These families often left England to work on contract at Gwavas, and after a while moved to the nearby village to buy land and set up their own homes and businesses.

Major Carlyon died in 1875 and his son, Arthur Spry Gwavas Carlyon, took over the running of the property. He built a new homestead in 1889, beginning with the lower floor and six years later adding another storey and a tower (the latter since removed). A.S.G. Carlyon was one of the first to import a car into Hawke’s Bay, a Daimler Motor Carriage in 1902. This Daimler was often



*A.G.S. Carlyon*



*The garage at Gwavas, Tikokino, with A.S.G. Carlyon’s 1905 10/12 and 1907 30/40 Darracqs. They had covered 86,820 miles by 1912, and were sold when “1671” was acquired. Ernest Waite, Carlyon’s chauffeur, stands between the cars.*

tuned by a young mechanic, Ernest Waite, at Oates and Loury’s Garage in Napier.

In 1904 the 24 year old Waite had been immigrating to Christchurch from his home and family boat building business (established 1830) in Richmond, London. He trained there for five years as a marine engineer, and when the ship he was aboard called at the port of Napier, a shore excursion saw him enquire whether there were any jobs going at the garage. He was hired immediately. The manager said “Can you start now?” and Ernie told him he would start after lunch. He never did get to Canterbury.

Mr Carlyon was so impressed with the skill of the new young mechanic that he offered him a position at Gwavas as chauffeur and mechanical handyman.

The Daimler was superseded by a 30-40 HP Darracq in 1905, and a 10-12 HP Darracq in 1907 – which between them covered 86,820 miles during the five years they were running. Upon the sale of these, “1671”, the 1911 Rolls-Royce, enters the story.

**Ernie Waite**

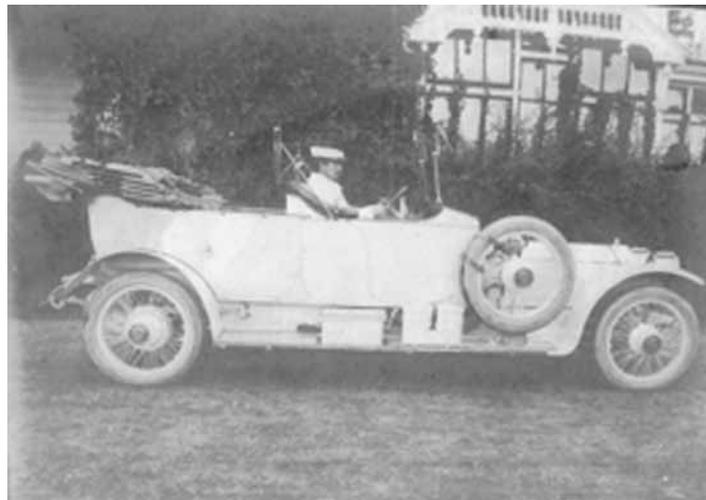
Ernie remained at Gwavas from 1905 until 1917, when he took up farming on some of the adjacent land. In 1907 whilst at Gwavas he married Fanny Alessia McCutcheon the resident seamstress/governess to the Carlyon children.

In those days motoring was for the brave and adventurous. Ernie had his share of adventures, one of which was when he was charged with ‘furious driving’ in 1906.

“I had been travelling down Carlyle Street in Napier at about 10 miles an hour when I passed a milk cart parked on the side of the road” he once recalled. “The horse shied, frightening two women, who immediately rushed to tell the driver of the cart what had happened. The driver ran out, jumped into the cart and chased me, catching me up near Clive Square, where he took my licence number. I was fined £8.”

“With witness fees – (one man was brought from Palmerston North to testify) – the case cost me about £20. Not that it worried me, for my employer paid the money.”

This incident, however, had an amusing sequel. A few days later there was a letter in the paper from a racing enthusiast enquiring if he could locate the horse concerned as he wished to buy it. “This



Ernie Waite in “1671” in 1912 in front of Gwavas Homestead; at this time the car had covered 600 miles.



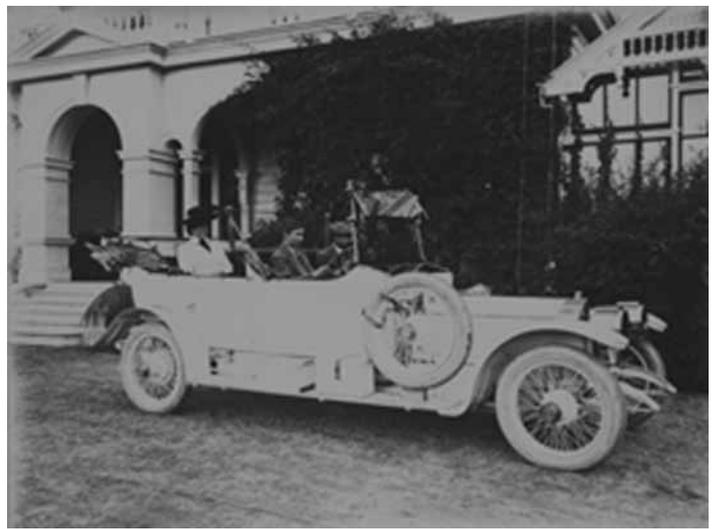
“1671” as she was in the mid-’70s.

chap reckoned the horse must have galloped at about 50 miles an hour to have caught me up by Clive Square. He said it would be a dead cert for the next Derby”.

Another incident whilst Ernie was at Gwavas; he was motoring up a hill when he saw a horse and trap at the top with two women in it. The women saw him too, and got down off the trap, unharnessed the horse, and held its head whilst he passed. “The horse wasn’t the slightest bit frightened, and just stood there eating the grass at the side of the road. Women were more scared of cars in those days than most horses!”

Although motoring in Hawkes Bay in the early 1900s obviously had its lighter moments, there was a lot of hard work involved for the average motorist, for he had to be his own mechanic as well. This was no problem for Ernie who at Gwavas had his own workshop, lathe and battery charging plant, and used to make all his own spare parts.

Ernie was 88 when the above-mentioned anecdotes were placed



E.T.R. Carlyon driving “1671”, with his father A.S.G. in the passenger’s seat, and his wife Kathleen in the back.

on record, and he was still driving regularly. By then he was a widower living in Napier, and passed away peacefully not long after – leaving behind, amongst other things, his 1953 fluid-flywheel model Daimler – left to his mechanic “who was the only person who would know how to look after it properly” !!!

**“1671”**

1671 was a 40/50 h.p. Silver Ghost, test dated 21<sup>st</sup> June 1911, and was delivered to New Zealand with formal coachwork. The original owner was ASG Carlyon, and in the 1912 New Zealand Motor and Cycle Journal “1671” was described as “one of the finest cars in the Dominion” and “one of the most striking models running in the Hawke’s Bay province, where so many cars are in use.”

The narrative at the time also said:

“It will be noticed on glancing at the illustration that the back screen is folded in half; this screen, when in position, and with the hood up, fits close up to the latter. The two boxes on the step contain batteries, the one with the strap being the ignition battery and the other the lighting battery.

“The white body of the car is lined in red, while the upholstery is in red leather. The length overall of the car is 16ft 6in and the width 5ft 9in, while the wheelbase is 12ft. The car is fitted with Rudge Whitworth (895mm by 135mm) wheels with Dunlop non-skid tyres, with leather cover and steel studs. It contains two petrol tanks, one behind and the other under the front seat, with a capacity to hold 20 gallons of petrol. Electric side, hind and dash lamps are fitted, dissolved acetylene being used for the headlights.

“The car has been driven 600 miles, and has given complete satisfaction. An idea is gained of its smooth running by the fact



“1671” as she is today, in the hands of Mike and Cynthia Sierra in Florida.



(left) Art Deco, Hawkes Bay style; Rob and Michelle with Gwavas, and (below) fashions seen at the November 1924 Paris Motor Show.



that a penny has been balanced edgewise on the radiator cap whilst the engine was racing at top speed. The petrol consumption works out at 14 miles to the gallon, and altogether the fine Rolls-Royce is a car of distinct merit.”

Ernie Waite cared for this car for all the time it was in the Carlyon family’s possession (even after he had left their permanent employment) - until the vehicle was superseded by another new Rolls-Royce in 1922.

I have not been able to trace a detailed history of “1671” since its sale in 1922, other than to note that in the 1960s it bore a Hudson sedan body and served as a garage service truck. Dr. KC McMillan found the car about 1964, restored it and had an London to Edinburgh replica body made. The late Tony Guerrero bought it in 1967, fitted a 1911 type bonnet and ran the 1968 AACA Transcontinental in it. Before he died in 1971 he had started a complete rework of the car, and this was being completed by H. Edward White in 1973.

At some stage the car moved to the United States where in 2003 it was purchased by Rolls-Royce Silver Ghost enthusiasts, Cynthia and Mike Sierra of Florida, who remain the current owners. They are understood to have several other Ghost models.

Cynthia tells me she and Mike have enjoyed many long (coast to coast) tours in the vehicle and has supplied photos of how “1671” looks today. They have done nothing to the car since the purchase, with the exception of regular maintenance. “This sound vehicle is always one we can depend upon”!

**The “1671” Centenary Gwavas Art Deco Rally 2011**

This magazine article is a precursor to an outing from Napier to Gwavas and back on Sunday February 20<sup>th</sup> next to coincide with the 2011 Hawkes Bay Art Deco Festival Weekend, and to celebrate 100 years since “1671” was first registered.

The Carlyon descendant family will be delighted to host the NZ Rolls-Royce and Bentley Club by way of a light luncheon to be served in the grounds of Gwavas.

It is known many club members and their friends attend the art deco weekend, and the run to Gwavas is designed for those in Napier and Hastings at that time.

Please note this is *not* an ‘official’ Art Deco Trust event, but is a rally run for those members of the New Zealand Rolls-Royce and Bentley Club who can appreciate New Zealand living history, a magnificent old farm homestead, superb woodland, photo opportunities and stunning surroundings for an outing and picnic in true ‘art deco’ fashion.

The 1889 homestead will be open for private viewing by club members and friends as will the surrounding woodland garden and adjacent native bush.

Art Deco dress will of course be ‘de rigueur’ and there will be prizes for appropriate haute couture.

Please register your interest by 20 October 2010 with Rob Carthew at [watcher@pl.net](mailto:watcher@pl.net) or at the postal address/telephone numbers shown under National Executive on Page 2 herein. Once we have an indication of likely numbers we will be able to estimate costs for the luncheon and provide final details of price, timetables, maps and similar.

**Epilogue:**

**Ernie Waite**

Ernie Waite was my late wife’s grandfather, and during the years he and Fanny were at Gwavas they brought one boy and three girls into the world, all born in the original 1861



Ernie and Fanny Waite at Ernie’s 80<sup>th</sup> Birthday in 1960

farm cottage.

Extremely active in local body affairs Ernie was, for many years, a lodge secretary, a member of the local power board, county council, and hospital board, chairman of school and war memorial committees, a newspaper correspondent, and chair and honorary life member of the Hawkes Bay Automobile Association. He was predeceased by his wife and passed away in 1972.

#### **The Carlyon family and Gwavas**

When Mr A.S.G. Carlyon died his son, Captain E.T.R. Carlyon, and his daughter, later Mrs H Hudson inherited the station. Captain Carlyon died during World War Two.

Gwavas Station remains an operational sheep and cattle farm, albeit significantly reduced in size from the original, and continues to be owned and managed by the Hudson family.

Michael Hudson (grandson of A.S.G. Carlyon) and his wife, Caroline, live in the rebuilt original farm cottage homestead on the farm home block and remain firmly committed to the management and welfare of the 9 hectare historic and internationally renowned woodland home garden.

Michael and Caroline's daughter Phyllida, and her husband Stuart Gibson, brought family life back to the grand old 1889

home in 2008, the first time the house had been occupied since 1963. There has been major restoration to convert the homestead into a historic and exclusive dinner, bed and breakfast venue, and those who may be interested in living a little history can obtain details at [info@gwavasgarden.co.nz](mailto:info@gwavasgarden.co.nz)

#### **The Carlyons' second Rolls-Royce**

A.S.G. Carlyon's second Rolls-Royce, the 1922 Silver Ghost, has for many years been situated at Les Lemmon's museum at Puketiritiri in Hawkes Bay.

#### **Acknowledgements**

*The New Zealand Motor and Cycle Journal* 25<sup>th</sup> June 1912

*Tikokino – A History 1855-1990* by Sally Butler and Judy Matthews

*The Napier Daily Telegraph* of 26<sup>th</sup> August 1967

The RROC (USA) *Directory*

*The Rolls-Royce Alpine Compendium* published 1973

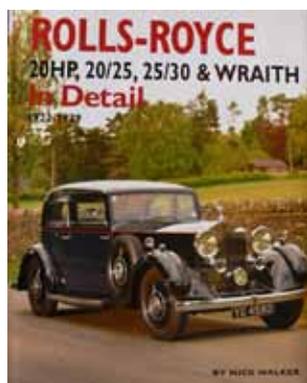
Roy Tilley, Technical Liaison Officer, NZ Rolls-Royce & Bentley Club

Cynthia and Mike Sierra, Odessa, Florida USA

The Hudson and Gibson families of Gwavas Station

Heather Smith and Pamela Young of Taradale, Hawkes Bay

## **Book Review**



### **ROLLS-ROYCE 20HP, 20/25, 25/30 & WRAITH In Detail 1922-1939**

**By Nick Walker**

ISBN 978-1-906133-12-2

Published by Herridge & Sons Ltd,  
Lower Forda, Shebbear,  
Beaworthy, Devon EX21 5SY in  
2009

Hard bound 27.5 by 22 cm, 174  
pages, 100 colour and 160 black-  
and-white illustrations.

\$99.50 from Fazazz, 84 Lichfield St,

Christchurch, (03) 365-5206 [www.fazazz.co.nz](http://www.fazazz.co.nz)

This is the sixteenth book in Herridge's "In Detail" series, and Nick Walker's fourth, following his *Alvis Speed Models; Aston Martin DB2, DB2/4 & DB3; and Bentley 3½ & 4¼ Litre* (reviewed in our 09-6). Sadly, it is Nick Walker's last book, for he died in April this year, after a distinguished career as engineer, army officer, management consultant, librarian, and author of ten books including *Coachwork on Vintage Bentleys* (Herridge 2006).

This reviewer warmed to the book immediately, for the cover features David and Kay Webster's 1933 20/25 Rippon Brothers Sports Saloon GSY73, in which the generous owners gave local club members rides during the 20/25 Register Tour here early last year; it featured on the cover of our 09-2, and on Page 19 here.

Walker takes us through the social circumstances which Royce foresaw would prevail in the turmoil caused by The Great War, and the Company's solution in the form of the 20 h.p. In its initial form it came in for criticism from both writers and readers of the motoring press; with a central change lever for its three-speed gearbox, and two-wheel brakes, it attracted such gibes as "the whole specification has an American flavour." With a chassis price of £1,100 it was far removed from such cars as the Essex with a similar specification, but the Company's extraordinary powers of development saw the basic design concept and some measurements of the 20 h.p. engine provide the basis for all the "small" engines for forty years, right up to the end of Silver Cloud I production in 1959.

Continental testing by Works drivers, and even some trusted clients, took place in seven "Goshawk" cars entailing 41,000 miles

on the shattered post-War French roads in poor weather. Each car built underwent a 150 mile test, and had to achieve 52 b.h.p. at the wheels; Walker points out that inspection and testing accounted for one third of all labour costs. Despite little publicity and no Motor Show appearance for the first eighteen months of production, a figure of 2,940 20 h.p. cars in seven years is remarkable, about four times that of the Lanchester 21 h.p., a car considered a worthy competitor. More remarkable still is the 42% survival rate of 20 h.p. cars, and there is no doubt that, when fitted with a body no heavier than the recommended 250 kilograms, this is a delightful vintage touring car. As development capability around aero engine and Phantom I design work became available, front brakes and four speed gear-box were introduced, initially at additional cost, but probably to absorb any backlog of chassis built.

The Company made a great proportion of the car, and even when the S.U. carburettor replaced the Rolls-Royce design, this was built "in house." Customers' and coachbuilders' ideas meant that the cars put on weight, and so we come to the 20/25 by August 1929, with a bigger cylinder bore of 82.6mm giving 3½ litres. The usual 10,000 mile testing regime in France, virtually around the clock, applied. The Company was always sensitive to its competitors' cars such as Sunbeam, Buick, and Lorraine-Dietrich, while Hudson Terraplanes and Studebakers provided performance at least the Rolls-Royce's equal, but for only about £385, less than one quarter of the "standard" Park Ward saloon price. About 4,000 of these fine cars were built, the design being constantly revised with modified valve timing and size, raised compression ratio, and increased wheelbase.

So we come to the 25/30 of 4¼ litres, of which 1201 were built in two and a half years, and then the Wraith, which had a quite different cruciform chassis with independent front suspension similar to the Phantom III and the engine mounted further forward, so that the purity of appearance, with the radiator in line with the front axle, was lost forever.

Nick Walker concludes this most worthwhile addition to the Essential Book Shelf with chapters "On the Road Then" and "On the Road Now," and this reviewer considers the "Then" chapter to be difficult, as we are transported back half a world, several generations and social classes to try and listen to our much more wealthy great-grandparents.

A.T.K.



South of Hastings in a pleasant rural setting you will find 'Beacham Independent Jaguar Specialists', a business owned and operated by Dr Greg Beacham, a well known medical practitioner in Hastings. Although initially a small operation, this very successful business now employs twelve highly skilled tradesmen in a well organised and spacious workshop, with management in the capable hands of Dr Beacham and his son Alexander.

Over the last twenty five years more than two hundred Mk 2 Jaguars have been upgraded and restored, by fitting power steering, air conditioning, entirely new leather covered electrically controlled and heated seats, new dashboards with electronic instrumentation and more powerful modern Jaguar engines, mated with either modern automatic Jaguar or five speed Toyota manual gearboxes.

With so many of their upgraded Mk 2 Jaguars now owned and enjoyed all over the world, the name 'Beacham Jaguar' has become a well known identity in the realm of classic cars. In addition, other Jaguar models have been similarly upgraded and restored, without in any way altering their classic lines. All told more than three hundred cars have undergone such restoration procedures to individual order. Although Jaguars dominate the workshop, other English makes such as Daimler, Aston Martin, Rolls-Royce and Bentley are frequently seen.

In addition to the restoration aspect of this business, there is a very active sales division which offers a complete range of new and used Jaguars for sale. Should a client wish, any one of these cars could be modified to his own specifications.

During my recent visit there were two Rolls-Royces and two Bentleys under restoration: a Phantom 3 Rolls-Royce, a Phantom 2 Rolls-Royce, an S3 Bentley and an S1 Bentley Continental. The fact the German owner of these four cars has chosen Beachams for these very substantial projects speaks volumes for the world wide reputation of this local business, and its ability to so capably restore and upgrade such a huge range of cars to special order.

**3BU186, 1937 Phantom 3 Rolls-Royce Saloon by Park Ward**  
Purchased in USA by its German owner, this car was shipped to Beachams for a complete upgraded restoration, including remote central locking, four wheel hydraulic jacks, electric water pump, alternator, twin electric cooling fans, vacuum assisted ABS disc



*Electric fan; large alloy overhead air cleaner with curved filtered intake to bottom of radiator; air conditioning compressor lower centre and electric water pump behind it. Radiator overflow bottle to the right. Stray hose is for later radiator overflow connection.*



*Electric fan, six vertical fuel injection pipes, alternator, power steering reservoir and just beyond radiator hose, bellows for original radiator louvre control. Windscreen washer bottle to the left.*

brakes, power steering, cruise control, windscreen washers, fuel injection, halogen headlights, hazard lights, climate air with separate controls for the rear seat passengers, overdrive, electronic rev. counter and speedometer, parking sensors, GPS, heated seats, seat belts, traffic indicators, high rear stop light and smaller diameter (Bentley) steering wheel. In addition, the owner had shipped, from Germany, bolts of specially woven fabric for seat coverings and all internal trim. As requested by the owner, the twin side mounted spares have been removed in favour of self sealing tyres, with a weight saving of 100 kgs. Conversion to disc brakes saves a further 60 kgs. In spite of the addition of all these modifications to improve handling and safety, the original appearance of this magnificent car is unaltered.



(Above)

Windscreen washer reservoir



(Above)

Battery charging access panel inside luggage boot



(Right)

Radiator overflow reservoir/bottle.



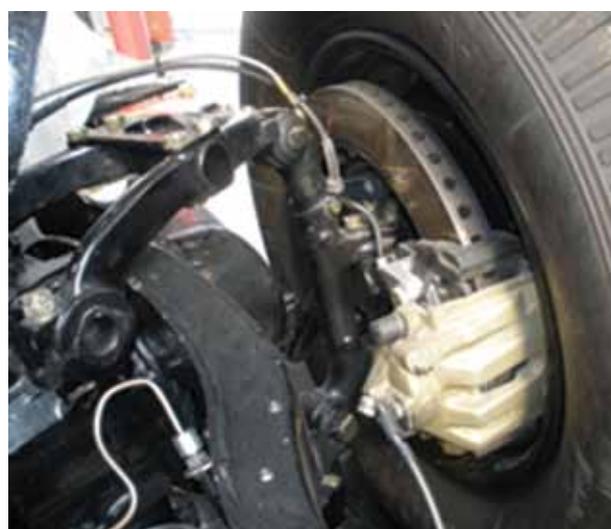
Original rear light assembly retained. Each additional cluster contains a reflector, tail, stop and indicator light, coordinated with original semaphore trafficators. Note parking sensors in rear bumper.

### 21TA, 1936 Phantom 2 Rolls-Royce Drop-Head Coupé by Thrupp and Maberly.

This handsome Phantom II DHC will be restored to the original specifications as a four seat drop-head coupe without any modification. Although this car is in fact a single unit, it is part of a two car project. In addition to its complete restoration it will be used as a pattern from which a closed version of this car will be produced. As can be seen by the photograph this car was



Phantom 3 Electronic tachometer and speedometer, oval cruise control button lower centre and twin hydraulic jack switches above it. Below wheel spoke is hazard switch with I Pod plug above it. Overdrive switch to the right of hazard switch and wiper switch above spoke.



Very substantial front disc brake assembly



Lucas R100 headlight with clear lens, vertically fluted reflector; halogen globes can be rotated for either LHD or RHD focus.

covered with body mapping spots which will be used to produce a computerised record of the exact shape and contour of every body panel. From this record a series of moulds will be produced, from which new identical alloy panels will be fashioned. With a six inch longer imported chassis it will have a longer bonnet. Upgrades for the 'new' car will include ABS disc brakes, power steering, fuel injection and seat belts. With an all alloy body and a straight 8 B80



*Almost completed restoration of 3BU186*



*Phantom 2; a very substantial rear end*

Rolls-Royce engine mated to a six speed automatic gearbox, this will be a high performance four seat closed coupe.

**B3521CN, 1962 S3 Bentley Saloon.**

As with the Phantom 3 Rolls-Royce, this car will undergo a complete upgraded restoration, which will include the fitting of a 1994 Bentley V8 6.75 Litre fuel injected turbo engine mated with a four stage automatic gearbox. In addition ABS disc brakes will be added along with climate air, central locking, GPS, and a modern sound system.



*Complete Phantom 2 Drop-head Coupé with body shaping spots for computerised record. Note spots on radiator; even on tyres and hubcaps.*



*(Left) S3 Bentley vacuum brake servo.*



*(Right) S3 Bentley Rear disc brake assembly.*



*Phantom 2 chassis. Note remaining body shaping spots on radiator shell.*

**BC23LBG, S1 Bentley Continental by Park Ward.**

Unlike the S3 Bentley, this alloy bodied coach-built car will undergo a complete restoration with only minor upgrading, including climate air, alternator and central locking. To improve the appearance of the car, the tail lights are being lowered a few inches.

**E Type Jaguars.**

Side by side were two E Type Jaguars from Hong Kong. The restoration of these two cars will involve considerable upgrading as follows; air bags, climate air and new modern, more powerful Jaguar XK8 V8 engines mated with four stage automatic gearboxes. With adjustable coil springs replacing the front torsion bar suspensions and the original rear coil springs, these cars will now have fully adjustable suspension. In order to accommodate the new engines and improve the balance and handling, they will be installed several inches further back in the engine bay. Due to the high temperatures



*S3 Bentley rolling chassis with 1994 motor*



*Phantom 2 completed body shell ready for reassembly.*

and humidity in Hong Kong, normally aspirated engines can struggle at times, so fuel injected engines are favoured. As is generally known the E Type body finishes at the bulkhead, with the engine and front suspension cantilevered by a system of tubular steel struts, not unlike that seen in some aircraft. In order to accommodate the more powerful modern engines the system of struts has been seriously strengthened with the use of additional chrome molybdenum steel tubular members.

**Aston Martins.**

In similar fashion two DB 5 Aston Martins are undergoing upgraded restoration with fuel injection, four stage automatic gearboxes, climate air, ABS disc brakes, power steering, seat belts and modified XK 8 Jaguar independent rear suspensions with adjustable coil springs. With the original front coil springs now replaced by the adjustable type, these two Aston Martins now have fully adjustable suspensions.

With such a versatile work force there seems

to be no limit to the range of restoration projects which Beachams can achieve. As well as sourcing components from all over the world, a ready sale is found for the replaced components of all these many different cars. Instead of being regarded as almost a rebel among car restorers, Dr. Beacham is in his own way now recognised as a leader.

During the early days of the NZ Vintage Car Club, originality became almost an obsession to some members. In fact as one cynical member remarked, "Soon, in order to be accepted for registration in the VCC, a car will need to still have the original air in the tyres." Although to some puritans it may seem undesirable to modify the above mentioned cars in this way, such modern improvements certainly make the cars far more manageable, safer and enjoyable for their owners and passengers alike, without in any way changing the outward appearance or



*Bentley S1 Continental body showing lowering of tail lights.*



attractive styling of the cars themselves.

Although within our own Club most owners concentrate on originality, it is not unknown for such improvements as over-drives, telescopic shock absorbers, sway bars, electric engine cooling fans, traffic indicators, side mirrors, high stop lights and other refinements to be added, to enhance the all round appeal of their cars. In Britain some Continentals have been fitted with magnesium wheels to reduce unsprung weight and correspondingly enhanced performance. Some have had replacement 4.9 litre engines not only installed but seriously upgraded to produce greatly enhanced performance.



*E Type Jaguar. Note adjusting rings at base of adjustable coil spring.*



*E Type Jaguar. XK8 V8 engine, extra molybdenum steel tubular struts and adjustable coil springs replacing torsion bar suspension.*



*Aston Martin with XK8 Jaguar IRS. Note yellow adjusting rings at base of each blue coil spring and ABS disc brakes.*

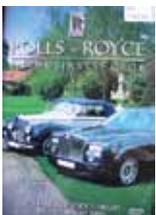
It is well known that many owners of vintage Bentleys and Rolls-Royces have fitted much needed power steering, which can be switched on or off as required. Other owners of older cars have surreptitiously fitted heaters or air conditioning. Some have even bypassed troublesome vacuum tanks by concealing modern electric fuel pumps inside them. More and more such owners have seriously enhanced the manageability of their older cars by upgrading to four wheel and or hydraulic brakes, radial tyres, electronic ignition, extra tail lights, brake servos, high ratio gearboxes, differentials to replace fragile worm drives, wire wheels, CD players and improved modern lighting systems. Often enough American car six volt systems have been converted to twelve volts, with remarkable improvement in lighting as well as starting procedures. At a Railton/Brough Club meeting at

Coventry in Britain in 1979, while among others I was admiring his immaculately restored 1937 straight 8 Brough Superior DHC, the owner whispered to me, "Don't tell them, but I made the mudguards in fibreglass."

In catering for the preferences of his many clients, Dr. Beacham is not only satisfying their requirements by following a modern trend, but more than that has in fact pioneered that trend himself, over twenty five years. Since the full range of restoration work, including all engine, gearbox, upholstery, trim, panel, paint, electronic, and wood veneer work is done 'in house', it is proof enough of the skill of his very capable staff members. Although a small number of car enthusiasts still hold some reservations regarding such modifications, an ever growing majority give their wholehearted approval in support of this flourishing business.

## DVD Review

**Rolls-Royce Enthusiasts' Club  
30th Anniversary North of England Rally at  
Harewood House 2009 DVD available from  
Fazazz, 84 Lichfield St, Christchurch (03) 365  
5206 [www.fazazz.co.nz](http://www.fazazz.co.nz) \$29.95**



Put aside any preconceptions of typical Rolls-Royce owners straight away with the first car featured in this video. While other owners who talk about their cars range across the more usual spectrum of older males, the 1910 Balloon Car is introduced by a woman, and a young one at that. The 45 minute DVD focuses on five other cars and the star of the show will depend on where

your interests lie, but it is hard to beat the former Oppenheimer (as in diamond magnate) Phantom III for sheer impact. All the owners are pleased with their cars, but the bubbling enthusiasm of the Phantom's owner is a delight. For further contrast there is the American entrant who has driven over a thousand (or was it a hundred) miles to be present! And most of that was the drive up from London; the remaining distance was by ship. The connecting snippets from the club chairman, perhaps the archetypal Rolls-Royce man, are fascinating and enlarge on some of the almost apocryphal Rolls-Royce legends. And it all takes place in a splendid setting on a beautiful summer day; how do they manage that? M.O.M.

## Restoring Rolls-Royce Grille Shutters, by Eddie Riddle

The shutters on my 20/25 were frozen up solid. The following are the details of dismantling and repairing the shutters.

This task is best attempted with the radiator removed from the chassis. Place the radiator face up on the workbench so that the top of the radiator rests on the inlet pipe to the top tank. (You can get the linkage out this way)

The shutters are in three sections.

Remove the two centre most bolts from the bottom of the radiator. This will let you remove the centre two shutters and the operating link from the radiator. (These are the ones with the cutout in them to let the crank handle pass)

Now remove the remaining four bolts from the bottom of the radiator. There are four cheese head screws in the upper shutter mountings (two on each side) They are most likely to either be corroded away or will break off when you attempt to remove them. Don't worry; this problem is easy to rectify. You can now remove the remaining left and right sections of the shutters while still assembled. Mark the top and bottom shutter mountings as you remove them.

- (i) So that you can identify the left and right hand sides when you replace them and
- (ii) So that you know in which direction to refit them. (they will fit either way but the link bars will not operate)

At the bottom of each shutter you will find a mark X1---X6. Each set of shutters has the same markings but are left and right handed. It will save a lot of time on reassembly if you mark them carefully at this stage. The two centre shutters are marked X88 and are obviously left and right-handed. There are no shutters marked X7.

The shutters are numbered from the outer edges of the radiator. You can now remove shutters 2, 3, and five from the top mount and the coupling link.

To remove shutters 1, 4 and 6 you will need to remove the split pins from each shutter and the tension spring if it still exists. The operating links can now be removed from the inside of the radiator.

Now clean the mounting points of each shutter carefully. Each shutter must be free to rotate on its upper mounting pin and the ball mounting at its bottom end.

Likewise, clean the brass coupling links and ensure each shutter is free to rotate in the link.

The tension springs if they still exist should also be cleaned and checked for distortions.

I needed to make new springs. The tension is not all that critical, but must be sufficient to return each set of shutters to the closed position. I wound suitable springs using phosphor bronze wire of about 21 SWG and wound on a 0.125" diameter mandrel.

This will give a finished spring of about 0.25" in diameter. Be very careful when you let the spring go after you have wound it. It will cut fingers very easily. I found a length of about 2.5" stretched slightly was satisfactory. Shape up loops at each end of the spring to fit the mounting points.

You will need to drill out the top mounting pin of shutters 1, 4 and 6 to take 1.6mm split pins. (Don't forget the collars as well). (The original pins were 1/16, which are no longer readily available)

If you need to remove the broken top mounting screws, proceed as follows:

- (i) Using a sharp centre punch mark the centres of the screws
- (i) Use a small drill of about 2mm and carefully drill down to the end of the screw. The holes on the top tank are

blind so don't drill down too far. You will feel when you reach the end of the screw, BEFORE you drill into the radiator top tank. Make sure that you drill the screw out squarely.

- (ii) Drill out with a 4mm drill and re-tap 2BA.
- (iii) Assemble up shutters 1, 4 and 6 for one side on to the top mount and the link bar and fit the split pins.
- (iv) Lubricate all moving points with light grease.
- (v) Fit the tension spring and mount the whole assembly back into the radiator, including the bottom mount, and check that the spring will return the assembly to the closed position. If all is well remove the bottom mounting again and add shutters 2, 3 and 5. Refit the bottom mounting.
- (vi) Check that the whole assembly will still open freely, and shut completely with the tension of the spring.

Repeat these seven steps for the other set of shutters.

Pass the operating linkage through the radiator core from the back side and fit the centre bars to the linkage and the link bars. This is a bit of a fiddle and is best done one side at a time.



(Left) Peter and Rita Atkinson's Chassis GCB60, and (Right) Chris and Frances Shaw's GRL68, both 1934 20/25 Hooper Sports Saloons, photographed during the "25 Tour" last year.



Philip and Carol Baron's 1930 Thrupp & Maberly Sports Saloon GDP36, a very early 20/25 still subject to the 20 h.p. Parts Book for some of its transmission components. This car also visited us last year with the "25 Tour."

## S.U. Carburetors - by Eddie Riddle

Points to Check regardless of the model

**Butterfly spindles:** Look for signs of blackening or a brown stain where the spindle passes through the carburettor body. This is an indication of a worn spindle causing air to be drawn into the carburettor. The spindle must be a free running fit without any slop in the carburettor body. Replace the spindle if worn. The wear is normally in the spindle not the carburettor body. Check that the butterfly closes the throat of the carburettor completely

**Dashpot:** Unscrew the oil cap and thoroughly clean away all traces of oil. Remove the screws, which secure the dashpot to the carburettor body. Mark the position of the housing in relation to the carburettor body. Carefully remove the piston, needle and spring. It is very easy to bend the needle at this point.

**Needle:** Release the setscrew holding the needle in the piston. Examine the needle for any sign of wear particularly at the neck of the needle.

Thoroughly clean the piston and the inside of the housing, paying particular attention to the grooves in the piston. It is absolutely essential that the piston will slide freely into the housing and fall down again under its own weight. Listen for any sound of contact between the piston and the housing. Any defect here must be rectified. It will be dirt somewhere. Abrasive materials must not be used.

**Jet Assembly:** Screw the adjusting nut up as far as it will go. Look down at the jet from the inside of the carburettor. The top of the jet should be level with the machined face in the body. The jet must be sitting concentric with the housing in the body. It must be exact. If not slacken the jet mounting and reposition the jet correctly.

**Body of the Carburettor:** Thoroughly clean the body paying particular attention to the throat of the carburettor. Look for a brown or black stain that will not wash away with petrol.

**Reassembly:** Secure the needle in the dashpot so that the neck of the needle is flush with the face of the piston. Fit the piston and needle into the carburettor body noting the locating peg. Refit the housing to the carburettor body (Leave the dashpot spring out at this stage) The piston must be free to rise in the housing and fall again by its own weight without any sound of scraping being evident. Refit the dashpot spring. Screw the jet-adjusting nut down 6 flats (1 turn)

Oil for the dashpot is always a point of discussion. Personally I find the lightest hydraulic oil available suitable. Many instruction manuals will say SAE 20, SAE30 etc. MULTIGRADE oil is not suitable.

Whatever you use add the oil a few drops at a time to the top of the dashpot. The correct setting is 3/8" between the bottom face of the oiler and the top of the dashpot housing. When this is correct push

the oiler down into the housing and screw up firmly. The motor will run with these settings.

The purpose of the oil is to slow down the rate at which the piston rises in the housing when the throttle is opened. If the oil is too thin the piston will rise quickly and give an over rich mixture every time the throttle is opened. By similar reasoning if the oil is too thick there will be a tendency for a mixture which is too lean giving rise to a hesitation. Altering the viscosity of the oil is not a means of compensating for a worn needle or jet.

**Linkages:** Mount the carburetors and allow the motor to reach normal temperature. Slacken the clamps, which connect the two carburetors together so that you can operate each carburettor independently. Make sure that the rear carburettor is closed completely. Open the leading carburettor (the one nearest the front of the motor) and look for any hesitation or flat spots. Correct these faults by screwing the adjusting nut up or down one flat at a time. If you can't cure the problems then you have an air leak or a problem in the needle and jet. You will need to adjust the idling screw as you make the adjustments. Note the position of the idling screw, and undo it so that it has no effect. Repeat this process for the other carburettor.

Most dual carburettor systems have a delay mechanism in the coupling linkage between the two carburetors. It is very important that the front carburettor opens BEFORE the rear one. This mechanism is commonly just a pin in the coupling linkage, which fits into a hole in the other half of the coupling. Tighten the clamps so that this delay is effective.

### **Balancing the two carburetors:**

There seems to be some mystery about this task. You can use all sorts of fancy gauges, but a simple piece of plastic pipe is just as effective.

Mark the end of the pipe about 1/2" from one end, and hold into the carburettor, flush with the intake. Fit the other end into your ear, run the motor at about 750rpm and listen to the sucking sound from each carburettor. Adjust the mixture nuts until the sucking sound is the same at each carburettor. It is important that the end of the pipe goes into each carburettor by the same amount. The mixture in general is probably too rich or too lean at this point. Simply adjust each carburettor by the **same** amount. Finally, set the idling using the front carburettor only.

When you are finished, another check on the correct mixture can be made by raising each piston by 1/16". There should be no change in the motor speed. A bicycle spoke is ideal for this test. Just push the spoke in between the bottom of the dashpot and the carburettor body.





# Design&Print

*creating the perfect impression*

*The most advanced full colour printing and digital equipment in the region.*

- Logo Design • Business Cards • Letterhead • Brochures
  - Calendars • Newsletters • Corporate Reports
  - Magazines • Labels • Booklets • Invoice Books
  - Special Occasion Stationery • Laminating
  - Flyers • Mail Merges • Wire & Plastic Binding
  - Desk Pads • Digital Printing • Text Scanning
  - Periodicals • Wide Format Posters
- and much more . . .



*See us for all your printing requirements*

76 Wilson Street • PO Box 305 • Wanganui  
Ph: 06 345 3145 • Fax: 06 345 3144  
email: [h.a@haprint.com](mailto:h.a@haprint.com) • [www.haprint.com](http://www.haprint.com)

## You can trust Autovia with your pride and joy...

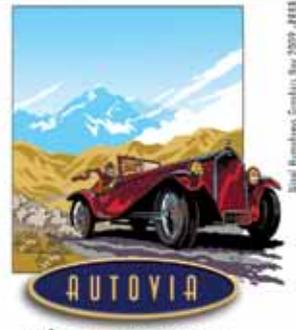


Entrust your pride and joy to the people who take great pride and joy in their work...

*At Autovia, our staff, management and directors all have a lifelong interest in classic vehicles, including Rolls Royce and Bentley, so we can assist with all your maintenance and repair needs.*

*And our passion for classics means your project will always be more than just a job to us.*

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



**The restoration, repair and maintenance of classic vehicles**

66 Cresswell Avenue, Dallington, Christchurch • Phone 03 385 9050 • Fax 03 385 9050 • Email [info@autovia.co.nz](mailto:info@autovia.co.nz) • [www.autovia.co.nz](http://www.autovia.co.nz)

## THE REAL CAR COMPANY - North Wales

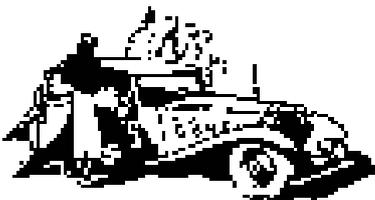
*Specialists in Rolls-Royce and Bentley Motorcars, 1920 to 1970s.*

Around 30 to 40 cars in stock, ranging from restoration projects to concours. We are always looking to buy similar vehicles, especially pre 1950. Highly experienced in the Ocean Shipping of these important cars.

Web: [www.realcar.co.uk](http://www.realcar.co.uk) Phone: 0044 1248 602649

Please contact Bernie Snalam for further information.

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



# MAJESTIC MOTORS LTD R.M.V.T

www.majesticmotors.co.nz    email: buyacar@majesticmotors.co.nz  
Cnrs Dixon & Harlequin Streets  
Masterton

Ian Hoggard :06 377 0039, 0800 104 103 , after hours 0274 75 27 13

Trade in and competitive finance available. We also have over 100 more top quality vehicles, from luxury downwards



1997 Rolls Royce  
Silver Spur ,  
Low pressure Turbo  
Last of this series with very  
low mileage in exceptional  
condition plus many special  
features



1980  
Rolls Royce Corniche  
Convertible  
Very rare collect-



1920  
Rolls Royce  
20HP  
A rare opportunity to purchase  
such a unique vehicle



1990  
Bentley Turbo R  
Performance &  
Prestige at a  
affordable price



1968  
Rolls Royce  
Silver Shadow



2001 Bentley  
Arnage Le mans  
Limited Edition model  
with all the very nice  
special features including  
NZ Sat Navigation



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

## COLGRAY MOTORS

Rolls Royce & Bentley Specialists



**9B Beatrice Tinsley Crescent, Albany, Auckland**  
**phone/fax: 09 414 1971 mob: 021 643 030 a/h: 09 444 3030**

We specialise in the maintenance and care of Rolls-Royce and Bentley Motor Cars: servicing, repairs, overhauls and full restoration of Rolls-Royce and Bentley motor vehicles. Our Albany, North Shore workshop is fully equipped to carry out all mechanical, hydraulic, fault finding and electrical work. Restoration work can be carried out on all exterior and interior surfaces and leather work. Our experienced staff will work on your vehicle with meticulous care and attention to detail.

New & Secondhand Rolls-Royce and Bentley Parts • Motor Car Sales • Stockists of AutoGlym Car Care Products

**Customers & Visitors are always welcome. Friendly Advice Available.**

colin@colgray.com

www.colgray.com



## SHADOW PARTS NZ

SUPPLIERS OF GENUINE ROLLS-ROYCE AND BENTLEY  
PARTS, BOOKS, MAGAZINES AND BROCHURES



Call me any time from 7.00 am to 11.00 pm

Roy Tilley (NZRR&BC Technical Liaison Officer)  
204A Waiwhetu Rd, Lower Hutt. Ph 04.566.0850. E-mail rmt@xtra.co.nz www.royscars.co.nz

# BRUCE MCILROY LTD



Authorised Bentley & Rolls-Royce Heritage Dealer

BENTLEY

## VEHICLES FOR SALE

### 2004 BENTLEY CONTINENTAL GT



**\$175,000.00 NZD**

Cypress green with Savannah hide upholstery and laurel carpets. New Zealand new vehicle, recently serviced by Bruce McIlroy Ltd. Mileage 26600 km.

### 1961 BENTLEY SII



**\$45,000.00 NZD**

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

### 1985 ROLLS-ROYCE SILVER SPIRIT



**\$40,000.00 NZD**

Georgian silver with blue hide upholstery & red carpets. NZ new vehicle originally supplied to titled owner & has had 2 owners since. Has handbook and all tools, Mileage 98,000 km. Serviced by Bruce McIlroy Ltd since 1998. This is a fine example of this model.

### 1961 ROLLS-ROYCE SILVER CLOUD II



**\$65,000.00 NZD**

Sand over sable with beige hide upholstery and beige carpets. New Zealand new vehicle – 42800 miles (believed genuine). This lovely original vehicle has been maintained by Bruce McIlroy Ltd for many years. An excellent example of this sought after vehicle.

*At Bruce McIlroy Ltd we exclusively restore and service Bentley and Rolls-Royce motor vehicles ranging from 1907 Rolls-Royce vehicles to the present day Bentleys. Our workshop is 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.*

## SERVICING • REPAIRS • RESTORATIONS • PARTS • SALES

CORNER OF RACECOURSE AND ALFORD FOREST ROADS, ASHBURTON 7776, NEW ZEALAND  
Telephone/Fax 03 308 7282, A/H 03 308 7372, Mobile 027 223 1600, e-mail [bruce.mcilroy@extra.co.nz](mailto:bruce.mcilroy@extra.co.nz)  
[www.bentleyservice.co.nz](http://www.bentleyservice.co.nz)



**BENTLEY**

**BENTLEY AUCKLAND**

**SERVICE · PARTS · ACCESSORIES**

**Factory trained technicians**

**Right first time guarantee**

**Loan cars available on booking**

**All genuine parts with 3 year manufacturers warranty when fitted at Bentley Auckland**



**Bentley Arnage T 2005**

Diamond Black, Beluga interior, Burr Walnut facia, 22,000 kms, \$275,000.



**Bentley Continental GT Convertible 2007**

Dark Sapphire, Hot Spur Hide interior, 17,900 kms, \$275,000



**Bentley Continental GT Coupe 2006**

Silver Tempest, Beluga Black interior, 28,000 kms, \$225,000



**Bentley Continental GT Speed 2008**

Diamond Black, Beluga Hide interior, 17,000 kms, \$299,990

**Independent Prestige**

**BENTLEY AUCKLAND**

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

[sales@iprestige.co.nz](mailto:sales@iprestige.co.nz)  
[www.bentleyauckland.com](http://www.bentleyauckland.com)

