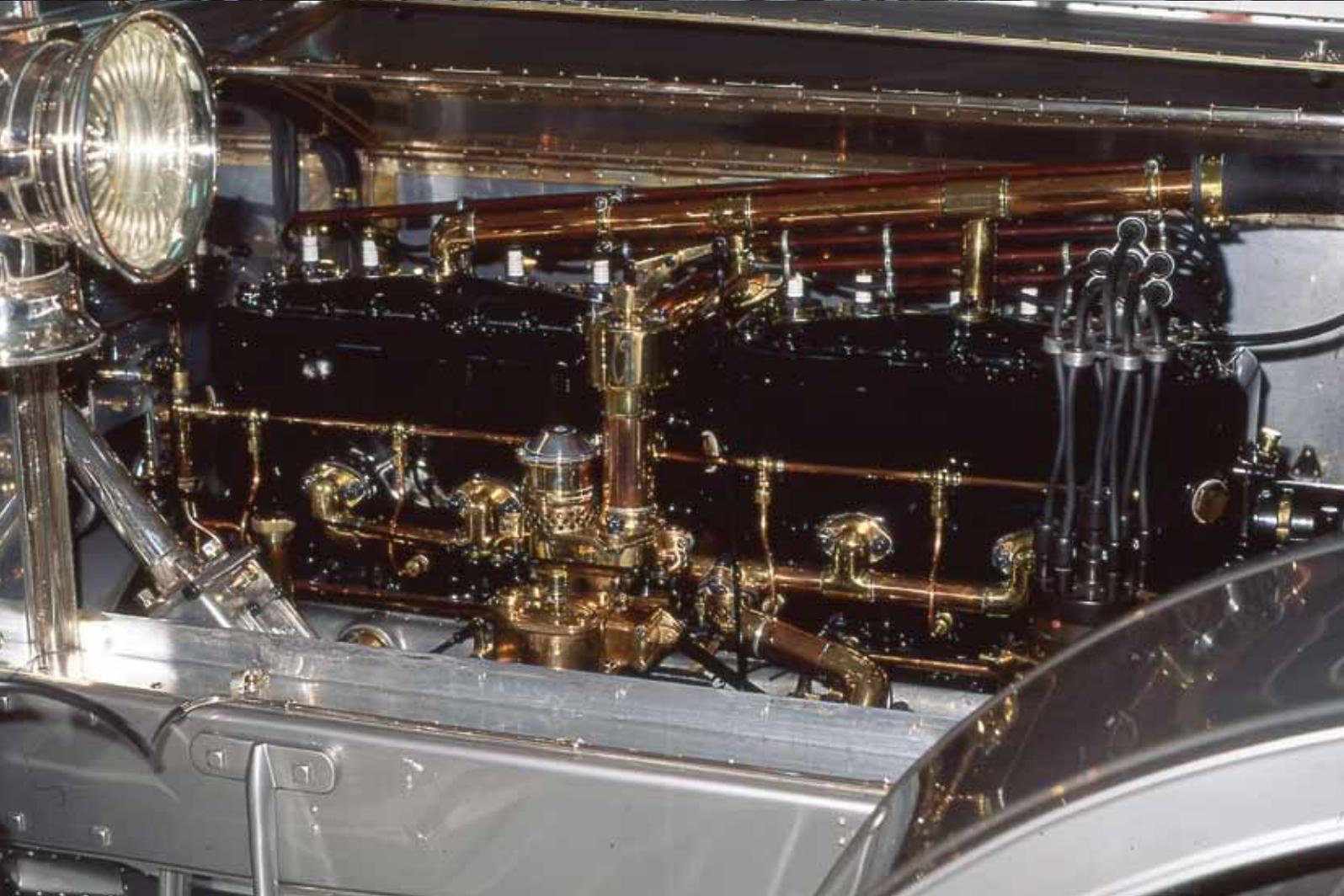
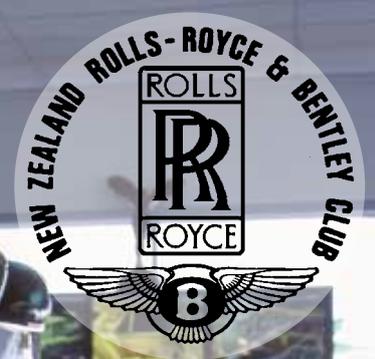
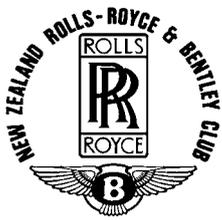


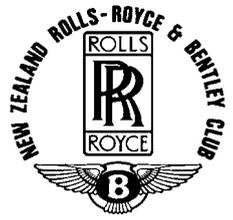
New Zealand Rolls-Royce & Bentley Club Inc

Issue 10-6, 2010





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



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Membership

MEMBERSHIP of the New Zealand Rolls-Royce & Bentley Club, Inc is open to anyone with an interest in these two distinguished marques, whether or not they are the owner of a Rolls-Royce or Bentley motorcar. Your Membership **SUBSCRIPTION** includes the Club Magazine (6 issues annually), the right to attend all Club events and activities, and the right to partake in all aspects of Club management.

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

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

then **APPLICATION FORM**

Club Shop

BOOKS

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

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

CHASSIS RECORDS

The Company's Construction Records, which accompanied every Rolls-Royce and Bentley (since 1931) chassis throughout its production at Derby or Crewe are a valuable resource for subsequent owners. They show details of the original order, any special equipment supplied, and the results of tests and inspections carried out prior to dispatch. The records for all cars over 10 years old are held by the RREC in the UK, and copies are available to members of that Club at a price which has to reflect not only the cost of photocopying and postage but also the cost of maintaining a valuable archive resource and employing a full-time archivist. The number of A4 pages for early cars may vary from two or three up to 20 or more, depending upon how much work and subsequent servicing was carried out by the Company and its agents. Records for a Silver Shadow can amount to 50 or more pages and are likely to cost around \$NZ150 but will be a worthwhile addition to any owner's library. For details of how to obtain a copy of your car's records, contact the Club's Post WW2 Technical Liaison Officer, Roy Tilley, on 04 566 0850 e-mail rmt@xtra.co.nz

ADVERTISING – pages 20 to 24

Classified advertisements (colour or monochrome) pertaining to Rolls-Royce and Bentley matters are free to Financial Members who do not deal regularly in Rolls-Royce or Bentley cars or services. All classified advertisements must be submitted in writing to the Editor, Tom King, Phone 03 339 8309, e-mail the.king@xtra.co.nz 191 Sparks Road, Christchurch 8025. The publication of commercial advertisements will be the subject of a charge to the advertiser. Colour advertisements are charged at \$220 per half page and \$300 for full page, payable to the NZRR&BC Inc.

Membership Changes

We extend a warm welcome to the following new member:

Jack Elder
23 Vineyard Road
Henderson 0614
(09) 837 0048 (021) 074 1885
1974 Rolls-Royce Silver Shadow
SRH 17481 Registration TT2480

Glynn Williams's photograph of Silver Ghost 87CE on the Silver Ghost Association's Tour. See reports from Page 16.



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CLOSING DATE FOR NEXT MAGAZINE: Deadline for receipt of all material Issue 11-1 22 January 2011

Front Cover: Since this issue has the first reports on the Silver Ghost Association's tour of the North Island, what better for a front cover than John King's photographs from when AX201, Chassis 60551, visited Auckland in December 1991?

Club Calendar

National Rally

Full details are also contained on our Web Site 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@ihug.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, and, despite the cut-off date of 15 September, he has been able to secure accommodation for later entries. Since the holidays are almost upon us, 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. There will be an individual brochure sent out to the 59 entrants we already have on record, and to anyone else who will join in.



International Events

Silver Ghost Association Tour: 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 have 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:

The Northern Region held their Annual General Meeting on Sunday 14 November. Glynn Williams has been elected Northern Region Chairman, Susie Williams the Secretary, and they are joined on the new Committee by Peter Morelli, Berwick Taylor, and Kevin Williams.

The new Committee is at work organising a programme of events, which will start with a picnic at a date still to be finalised. Further details will be provided in the Northern Region Newsletter.

Central Region:

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 or (07) 377-4117 of your intention to be present. A pdf copy of the Entry Form is available from Rob at watcher@pl.net

Southern Region:

Sunday 28 November: We are invited to the Bentley Drivers' Club Long Touring Day. Contact Bentley Drivers' Club Local Secretary, Simon Towle, at automotor@xtra.co.nz

Sunday 5 December: We have been invited on the Triumph Club Christmas Run to Orton Bradley Park. Last year's run was a big success, so they are doing it again: a combined run with the Classic Motoring Society and other one make car clubs.

Meet in Princess Margaret Hospital car park at 10.30am for the leisurely run to the park or proceed directly there.

If you have an easily transportable BBQ it could be handy, and also bring BBQ food and wrapped parcels from the \$2 shop equal to the number of people in your party for Father Christmas to distribute. Admission to the park is \$3 per adult \$1 per child or \$8 per carload. For more details contact: Secretary Roy Hughes 332 7500 or royhsyncom@xtra.co.nz

Sunday 30 January: Martin Vincent is organising the Rolls-Royce & Bentley Touring Club's Homestead Run to Orari Gorge, and has extended us a warm welcome to take part. We start from the AA Testing Station in Shands Road, Hornby, at 9:30 a.m. Contact Martin on (03) 355 5487 or mvincent@orcon.net.nz for further details.

Tuesday 15 February: The Southern Region is organising a picnic run to coincide the the Vintage Car Club of NZ's Veteran Rally. The Veterans are travelling that day from Hawarden to Ashburton. Further details will be published in the Southern Region Newsletter.

Saturday 5 and Sunday 6 March: The Silver Ghost Association are starting the South Island part of their tour in Blenheim, travelling to Westport by Sunday. As many of us as possible will join them for some of that run. Contact Michael Midgley or Tom King about this and the final dinner.

Saturday 19 March: The last day of the SGA Tour, from Akaroa, and their final dinner at Christchurch.

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

Mainland Comment

Magazine 10-5 got off to a shaky start, and that it appeared in good time is almost entirely due to authoritative articles by our stalwart contributors, Rob Carthew and Jim Sawers. Their research and reporting skills have attracted favourable comment from here and overseas. Jim and Rob have been busy this time too, and their articles are welcome, as indeed are contributions from all readers. Someone recently was reminded that “there is a book in everybody,” and don’t feel compelled to restrict your ideas to motoring topics. Almost seven years in this post have convinced your editor of just what a splendid and erudite bunch you all are.

Your editor became confused when he noted the captions in 10-4; on page 20 the image of diners at The Hermitage includes at left not Gwen McPherson, but Irma Hughes, and apologies are due to Gwen and Irma.

Earlier this year the 100th anniversary since The Honourable C.S. Rolls’s death in a flying accident was commemorated. Thanks to Gavin Bain, who took part in a rally in Monmouthshire commemorating the event, and Bruce McIlroy, who has passed on images and captions from his correspondent Mr H.J. Myson in Derbyshire, a great deal of new information has become available, and will appear in issue 11-1. Tom C. Clarke, an Australian authority based in Britain, has written an article about C.S. Rolls for the first issue of *The Roycean*. Tom’s articles are always a pleasure to read and absorb, and the same must be said for the whole publication *The Roycean*; a review appear will be in 11-1.

As this is written another 100th anniversary occurs, that of your editor’s father Godwin Arthur King. If you think he did badly for Christian names, consider that his sister was Alfruda Bertha, his brother Hereward Fortescue Edmund, and his mother was Clara Melita Holmwood Zohrab.



Richard Langridge's GAK37

Add to that his marriage to Maude Coghill Dunn, and you can see why your editor got the plainest family names available. It

takes a great deal of effort to find the towns of Dad’s upbringing where his parents taught school; Kaiwairai, Annat, Reporua, and Motuhoura before Matata, where he finished primary school. High school at Te Puke involved riding on the Whakatane Board Mills’ narrow gauge railway, but when the timetable changed he was obliged to board with a family in town. In that home there was a good collection of *The Autocar* going back to the earliest days of publication, and Dad was fascinated by the Bentley marque. It gave him great pleasure to have B146KM in the family, and towards the end of his life he had trips to Cape Reinga and the Bay of Plenty in it. Despite no longer holding a driver’s licence, on one of the long deserted straights towards East Cape he drove the Bentley. His turn of phrase continues to colour our speech; a garden nasty is a Snartlywig, a foreigner is a Scandiwegian, and his mythical garage business is Doubtful Sound Motors (Prop. “Blue” Hays.)

For those who may feel that clubs and organisations are too serious, the Feral Car Club may provide an antidote. Their web site is <http://feralsportscarclub.net/CarClub.html>.

James Hinchliffe from England is of the Rippon family, coachbuilders in Huddersfield. He has been in touch about an history being commissioned, and is keen to hear from anyone who has information about the company’s products. He and his wife Annabel (who is from Timaru) are visiting New Zealand in January, and their e-mail address is hinch@aindale.net. Roy Tilley advises that there are two Rippon-bodied Rolls-Royces here, Richard Langridge’s GAK37 and the late Lyn Bowman’s GWN55.

As the year 2010 lurches towards its conclusion, the editorial team would like to thank all readers and writers for your



The late Lyn Bowman's GWN55

support during the past year, and we look forward to a happy 2011

Letter to an Editor

Warrington Crescent, London W.9. January 12th 1959

The Editors, *The New Yorker*.

Dear Sirs:

Not long ago you published a poem in which Phyllis McGinley, commenting on those full-page Rolls-Royce advertisements that have been appearing in your magazine, expressed a sense of loss at the disappearance of the chauffeur from behind the imperishable radiator. (“The new Rolls-Royce is designed to be *owner driven*. No chauffeur required.”) It is a sense of loss that I share; the one and only Rolls that I possessed was already a quarter of a century old when I acquired it, and with it came a yellowing handbook that adjured the owner to consider the advisability, in certain chilly circumstances, of having his man “throw a rug over the bonnet.” But what I am writing to you about is something that Miss McGinley did *not* comment on – something that, leads me to suspect that she, alas, has never owned a Rolls-Royce herself. That is the bit in the advertisement about buying a Bentley if you feel too “diffident” to drive a Rolls. No one who has owned a Rolls could let that kind of thinking slide by unchallenged. It is eight years since, misty eyed, I watched some unfeeling oaf drove *my* Rolls away – I needed the money – but I remember that of all the emotions I used to feel as I sat bolt upright behind that unchanged bonnet, diffidence was not one of them. My overriding emotion was one of confidence – the belief that the Rolls would rescue me from any trouble. One night, in an ill-lit suburb of London, I knocked a man down as he crossed the road. I stopped the Rolls, and the man, who had only grazed his hand, swore profusely – until he saw what had assaulted him. Then he was silent. I got out just as a policeman, who had seen the whole thing, strolled across the road. “Are you all right, sir?” he asked me with solicitude. I assured him that I was, and apologised for the incident, both to him and the man. By this time the policeman was gazing distantly at the man, and finally said “You’re all right, aren’t you? Very well then, cut along.”

The matter was closed. The Rolls aura had done its job. Had the car been an Austin or a Ford, or even a *brand-new* Rolls, the policeman would have had his breast pocket open and his notebook out before the fourteen coats of paint had recovered from their bruising by an alien body. In an *old* Rolls you are completely unclassifiable, and therein, I would point out to Miss McGinley, is one of the advantages of being an

owner-driver. The law is not going to run the risk of your turning out to be a Distinguished Visitor to Britain, gratifying some eccentric whim to drive around incognito in a vehicle that is about as self-effacing as Greta Garbo’s sunglasses.

The Bentley captures some, but not quite all, of the aura of its sister car. I nearly became the owner of a 1936 Bentley when I came upon a friend of mine, a television director, walking slowly and smugly around a 1935 3½-litre model that he had just made his very own. Under his spell, I allowed myself to be taken to the man who had sold it to him. This splendid gentleman turned out to be a former Rolls-Royce senior mechanic who had set up his own repair business in an Aladdin’s cave of an underground garage by Regents Park. We drove down the ramp to join about two dozen coelacanthine monsters half hidden in the shadows – all Rolls-Royces and Bentleys. The head man came forward, and we found out that he had a 4¼-litre Bentley with Thrupp & Maberly coachwork, that was in “quite nice nick.” While it would no longer “go a ton” – reach a hundred miles an hour – it was still a fast and reliable motor. The aura was beginning to reach out and enfold me; I found myself sinking gently, while my devilish friend looked on. The outcome was that I arranged to borrow the car for the weekend. Exulting, I drove the car out of the cave to the nearest service station, where I noticed that, as of yore, the attendant sprang forward with an eager smile, pausing only to pick up a chamois to wipe the windshield. The Bentley was giving me some of that old, unsought, Rolls bonus.

On Saturday afternoon, my wife and I went to Charing Cross Station to pick up my mother and an old friend of ours, for we were going to take them to see “My Fair Lady” at the Drury Lane. While my wife shared my new-found joy, my mother was less impressed, observing tartly that it was all a little foolish. I contented myself with waiting for the aura to reach her. We glided down to the theatre smoothly enough, and as we drove up to the entrance I looked confidently for a commissionaire to come and open the rear door. One did come out, and then walked straight past us to a Rolls-Royce drawn up behind us; as he did so, a great disillusionment fell upon me.

On Monday I returned the Bentley. I felt too diffident driving it.

Yours sincerely,
Neville Barker.

“Bring a Bentley, Lucy” Lucy Wills, by Jim Sawers

Born into a wealthy Shipping Industry family in Devonshire, England, in 1900, Lucy Wills was the youngest of four children. Profoundly deaf, she had some difficulty in communicating, but thanks to specialised tutoring, was nevertheless able to speak well enough to be understood, and certainly was a very intelligent lady. The oldest in the family, Oliver, served in the Royal Flying Corps and was killed in action during WW1. Matthew, who was partially deaf, came to New Zealand in 1925. Lucy's older sister Peggy, who had worked in a munitions factory during WW1, married the well known New Zealander C.W.F. (Bill) Hamilton in 1923, while he was in England with his parents. They at the time owned Ashwick Farm near Fairlie, and when his older brother Cyril was killed in WW1, Bill left school to manage Ashwick Farm. In 1921 he purchased Irishman Creek station for £16,000, so, once married, Peggy and Bill settled there.

With Bill Hamilton's wife being a sister to Lucy Wills, there has always been a strong association between Bentleys, The Vintage Car Club of New Zealand, Irishman Creek Station and Snowdon Station in Mid Canterbury. 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. Often enough in like fashion, Snowdon Station is visited by VCC and or Bentley rallies

In 1919 when their father was in Australia on business he was joined by Lucy, Peggy and Matthew with their mother, all still grieving the tragic loss of Oliver in the RFC that year. While away from England they spent some time in New Zealand on a fishing holiday near Taupo, and enjoyed a trip from Taumarunui to Wanganui by steamer, before returning to England.

In 1923 Lucy, with her brother Matthew and sister Peggy, took a dairying course which finished at the Dairy School of Scotland. Soon after that they joined in a dairying tour of Denmark. Perhaps this was when Lucy first showed her interest in farming, an interest which would later bring her to spend her very happy working lifetime farming in New Zealand.

When in 1926 Lucy came to New Zealand with her friend Marjorie Farnsworth, they stayed at Takapo House in Tekapo; for personal reasons the proprietors preferred the name Takapo to Tekapo. In 1927 while at Irishman Creek, Lucy drove a Caterpillar 2 Ton crawler tractor to build the large dam which was to supply water for the Station. Although the two ladies then returned to England, they had fallen in love with New Zealand. In 1929 Bill Hamilton cabled Lucy to advise Tekapo Station was for sale, so while still in England she purchased it from Vyvian LeCren. While planning their return to NZ, Lucy cabled Bill to seek his advice as to what sort of a car she should bring with her, and received his



Lucy loved children as well as cars. Here Judy LeCren (older sister of Nicky) is entertaining Lucy on Caroline Bay beach, Timaru, 1940.

classic reply, “There is only one car to buy, bring a Bentley, Lucy.”

Jim Campbell, who was then farm manager at Tekapo Station and stayed on with the new owner, trained Lucy and Marjorie in snow raking, mustering, dipping etc. As Lucy commented at the time, “We learned the hard way.” Coping with farm life was no problem to Lucy, who delighted in having so much to do and so

1929. Bill Hamilton driving his 4.5L Bentley at Brooklands, where he won three races in one day.



Each year with the spring thaw the lake flooded Tekapo Station driveway. Lou Campbell (head shepherd) rowing the boat.



Lucy Wills in her element, driving the Caterpillar 2 Ton crawler tractor, constructing the dam at Irishman Creek Station in 1927.



Lucy Wills showing one of her prize winning young merino rams she bred herself at Snowdon Station.

Although it lost a leg in the process, this bulldog ornament survived the Tekapo Station homestead fire on 29 May 1942; and Britain won the war.



much to learn. She even built a small ice skating rink and set up an electric lighting system for night skating.

When the new 1929 4.5L Bentley tourer **NX3464** arrived in NZ it was taken by train to Fairlie, South Canterbury, which was at that time the nearest rail-head to Tekapo Station. There it was removed from the crate by Stan Jones of Jones Motors, Fairlie, and reassembled, which included attaching the wheels and attending to other requirements involving battery, oil etc. Once complete the car was then driven by Stan Jones to Tekapo Station, where it was delivered to Lucy Wills. Later Marjorie LeCren (Farnsworth) also owned a 3 litre Bentley **CH1063**, which was trucked for use on the Station.

After leaving Tekapo Station Vyvian LeCren and family returned to Ngapunawai Station where they lived on Te Puke farm, which was part of the Station. In 1932 Vyvian LeCren's wife and children returned to live in England. After the divorce Vyvian LeCren and Marjorie Farnsworth were married in 1935. Later, in 1939, they purchased Sherwood Downs Station near Fairlie. Throughout the years of Lucy's ownership of Tekapo Station, Vyvian and Marjorie LeCren moved back and forth to spend a good deal of time with her there.



“I’ll give you a ride in my helicopter if you give me a ride in your Bentley!” L-R Marjorie LeCren, army officer, Nicky Tripp, Lucy Wills (in helicopter), Tony Tripp, army officer, and children Jonathan, Alexander, Annabel and Henrietta Tripp (seated). Army exercise, Windwhistle area 1977.

Tragedy struck at Tekapo Station when in 1942 the homestead was destroyed by fire, which seemed to start upstairs and quickly spread well beyond the control of those present. With Lucy away for a few days and head shepherd Lou Campbell and other staff members suffering from influenza at the time, Vyvian LeCren had come over from Sherwood Downs to assist in snow raking. With Lou Campbell and his family living in the back part of the homestead, the fire was discovered initially by Mrs. Campbell. When Vyvian, who was working some distance from and out of sight from the homestead, saw the horse Lou Campbell was riding, struggling to make its way through the thick snow drifts, he sensed immediately Lou was the bearer of bad news. Once back at the homestead they could see the situation was hopeless. After their neighbour Gould Hunter Weston from Mount John Station had driven the Station Ford V8 utility from the large garage situated near the homestead, they had Lucy’s Bentley to cope with. With Lucy absent nobody knew how to start her Bentley, so it was pushed to safety with the help of others who had arrived from the township. With a rapidly organized bucket brigade, the wall of the garage was kept wet and cool to successfully prevent it too from being consumed in the fire.

Had there not been plenty of willing hands at the homestead, Lucy Wills’s famous Bentley would have been destroyed in the fire, instead of surviving to date to reach the grand age of 81 years, still with the family. When cleaning up after the fire they found a significant survivor in the form of a small porcelain bulldog ornament. When Vyvian LeCren saw how it had escaped from the blaze he remarked, “This is a good omen, as it means Britain will win the war.”

When one day Lucy discovered 40 of her sheep badly mauled by two stray dogs, she set off in the gig with a .22 rifle to find them. Once she found them she dispatched one dog with a single shot, but the second scampered away at such speed towards Edwards Creek she was unable to get close to it. When the Mount Cook bus happened along, the driver, seeing Lucy waving the .22 rifle in the air, stopped the bus smartly, and in doing so caused a commotion among the passengers, who initially thought they were the subject of an armed holdup. Once on board, an agitated Lucy was able to persuade the driver to make haste. When the bus overtook the second dog she alighted and shot it dead. Later Lucy said she would never have thought she could shoot a dog, but the sight of the gored and dying sheep had provided the incentive; a very talented lady, capable of dealing with any eventuality.

In spite of her profound deafness, the gregarious Lucy learned quickly, and at one time owned and serviced her own motorcycle. Being a very talented and capable driver of all sorts of vehicles, including the Tekapo Station McCormick Deering T20 crawler tractor which was fitted with a much needed snow plough, she was also renowned for her knowledge and understanding of all things mechanical. When her Bentley required overhauling, Bill Hamilton said to Lucy, “Go on Lucy, you can do it.” And she did it herself. Servicing the many and varied vehicles on the Station was something she greatly enjoyed.

Colin Campbell of Hastings, whose father Lou Campbell (unrelated to Jim Campbell the previous manager) was the head shepherd on Tekapo Station, grew up there and remembers an occasion when there was a very heavy snowfall. Bill Hamilton of Irishman Creek Station, being a clever engineer, had developed



If there was one thing Lucy Wills always enjoyed, it was a vehicle with a difference. Here Colin Campbell's wife Barbara stands beside Lucy's Mini Moke at Snowdon Station.



Vyvian LeCren's 2.5L RM Riley at Snowdon Station.

Hawkes Bay Safari Rally 1966. Preparing to leave from a Taihape overnight stay. Lucy Wills busy at the rear of the Bentley and Nicky Tripp busy at the front, while Colin Campbell and his wife Barbara attend to the Invicta.



and built a super efficient snow plow, so came over from Irishman Creek to Tekapo Station to demonstrate his new machine, which was mounted on a very powerful International TD6 crawler tractor. During the demonstration Bill Hamilton had the misfortune to meet up with a huge rock on which the machine became completely stranded, with no movement in either direction possible. With Lucy Wills at the controls, the less powerful Tekapo Station McCormick Deering T20 snow plough was used to extricate Bill Hamilton's machine from its rather embarrassing predicament.

In 1946 when Lake Tekapo was raised for hydro electric purposes Tekapo Station was flooded, so the Le Crens, then of Sherwood Downs, together with Lucy, shifted to their jointly owned Snowdon Station in Mid Canterbury, where the Bentley remains to this day in the tender care of the married daughter of Vyvian and Marjorie LeCren, Nicky and her husband Tony Tripp.

While at Ngapunawai Station, Vyvian and Marjorie LeCren planted a Burbank walnut tree to celebrate the birth of their first child, Judy. This tree was transplanted at Sherwood Downs and again at Snowdon Station, and remains there as a thriving tree today.

Lucy Wills's partially deaf brother, Matthew, farmed at Opawa near Fairlie, and he married Janet Richards (his second wife) who was working at Irishman Creek workshop. Like his sister he was always keen on cars and at one time owned a supercharged early 1930s Mercedes Benz 500K and a 1939 Mercury V8. Later he owned an Australian built Ford Mainline Coupé Utility which was fitted with a Ford Thunderbird motor, so was a very powerful vehicle. When Matthew died he bequeathed this vehicle to Lucy, so her car interests were not restricted to vintage Bentleys. Matthew's son Gavin is well known for his guiding activities at Mt Cook, and also for his gliding expertise.

Having been brought up on Tekapo Station, Colin Campbell of Hastings remembers as a boy, aged 10, the shift to Snowdon Station in 1946. While his mother and sister rode in the Station Ford V8 truck with Vyvian LeCren's daughter Di (a W.R.E.N on leave) at the wheel, Colin's father travelled with carrier Fred Allan of Fairlie in the truck carrying the furniture. Colin was taken as a passenger, with Lucy driving Marjorie LeCren's 3L Bentley **CH1063**, which at that time had been trucked for farm purposes. This was later sold to Beaches who then sold it to Michael Haggitt

of Dunedin, under whose ownership it was converted back to a tourer. When sold to Allan Bramwell it was exported to UK.

Only three days before Lucy, Vyvian and Marjorie LeCren with their two daughters Judy and Nicky arrived to take over Snowdon Station, there had been a major earthquake, so on arrival they were greeted by the remains of chimneys scattered over the driveway. Although the coal range chimney had collapsed into the kitchen and there was widespread cracking of the walls in every room, there were no windows broken at all. After-shocks followed, so the family made frequent dives beneath tables on many occasions.

As head shepherd at Tekapo Station, Lou and Joan Campbell (Colin's parents) shifted with Lucy and the LeCrens to Snowdon, where there was also a single shepherd, tractor driver and a cowman gardener. As the homestead surrounds and gardens had been neglected for seven years, there was a veritable wilderness to be tidied up. All the neighbours were curious about the new owners, so after introductory phone calls they came to pay their respects over cups of tea, and no doubt then proceeded to discuss the new arrivals among themselves.

When he had completed his primary school education, Colin became a boarder at Christchurch Boys' High School. Only recently did he come to know Lucy Wills had paid half of his school fees at CBHS, and continued to do so during his last two years there, after Colin's father left Snowdon Station to work elsewhere. This kindness by Lucy is typical of her generosity towards Colin's parents, as loyal and diligent employees.

Often enough we hear it said, "The measure of a man is how he treats people who are not useful to him." Surely the manner in which she insisted on continuing to pay half of Colin Campbell's school fees at CBHS for two years after his parents were obliged for family reasons to leave Snowdon Station in 1950, is the measure of Lucy Wills.

Participating in the shift to Snowdon Station as a passenger with Lucy Wills in the 3 litre Bentley truck was a truly memorable occasion for a young Colin who, resulting from his close association with her from an early age, became totally absorbed in the world of motor cars. Although when leaving school he was offered a welding job at CWF Hamilton Engineering in Christchurch, Colin declined and instead trained as a motor mechanic with Ross, Dysart and McLean in Hastings. Later he had his own business,



(Clockwise from top) At Danse Pass Hotel circa 1980 on a Bentley Drivers' Club run. Lucy Wills exiting her Bentley with some difficulty, while a kind person stands ready to assist. Seated in the driving seat is Nicky Tripp (LeCren). The sharp eyed will notice the embossed 'B' in the leather door trim. It was because the upholsterer could not reproduce the embossed 'B' on the new leather door trim, that Lucy decided to leave the original upholstery and door trim as they were, when the car was repainted in 1970s.

Lucy Wills at Queenstown Museum on the same BDC run, with the ex-Bill Hamilton 4½ litre, then owned by Willis Brown on her right and her own 4½ litre on her left.

At Queenstown Museum; from the left Willis Brown's 4½ litre, Geoff Owens's 3 litre, Lucy Wills's 4½ litre, and Brian Goodman's 3 litre.

Hawkes Bay Safari Rally 1966. The touring party enjoy a meal with Colin Campbell's parents, then managing Ohinewairua Station, Hastings-Taihape Road. From the left- Colin with his son Ian, Nicky Tripp, Lucy Wills and Lou Campbell.



Windwhistle School as a replacement building.

About 1947 Vyvian LeCren purchased a 2½ litre RMB Riley, one of the first post-war cars to appear in NZ. Later he sold it when he and Lucy together purchased the 1950 Mark VI Bentley **B101KL**, when fine wool prices reached a high of a pound a pound. In fact Snowdon Station merino wool topped the Christchurch Wool Sale that year. In 1964 the Bentley was replaced by a Rolls-Royce engined Van den Plas Princess R. Lucy certainly loved interesting cars.

With sheep being housed indoors during the winter and no cowman gardener, it fell on Lucy and Marjorie to feed the sheep and clean out the sheds. When Vyvian LeCren died in 1956, life for Lucy and Marjorie became a real battle from then on, so in 1961 Tony and Nicky

where he became well known for his unique ability to understand and work on so many classic cars, including several Bentleys of varying ages. Now retired in Hastings he owns an interesting collection of cars, including a 1951 2½ litre RMB Riley, a 1962 1.5 Riley, a 1969 Riley Elf and a Morris Minor Convertible. His Mark VI Bentley (B72FV) was sold a few years ago.

Quite rapidly the LeCrens with Lucy became well established members of the local community, and I am sure Lucy must have impressed them all with her working knowledge of the NZ farming scene, as well as her quite remarkable ability where all things mechanical were concerned. The LeCrens with Lucy became well known for the quality of their stud merinos and won many prizes at the Blenheim and Christchurch shows. In 1947 the loss by fire of the single men's quarters which accommodated 20 men was a huge blow, but fortunately they were later able to purchase the old

Tripp (LeCren) came to manage the Station. There were so many problems to be dealt with, a shortage of winter feed, Lucy's stud merinos to be cared for, two or three house cows to be milked and cream (always top grade) to be sent to Tai Tapu Butter Factory, so the house cows were disposed of.

About 1967 Lucy Wills, with Nicky Tripp, arrived in Hastings in Lucy's Bentley to participate in the Hawkes Bay Safari Rally, which included motoring to Taihape, Wanganui and back to Hastings. As both Lucy and Nicky at the time stayed with Colin Campbell and his wife Barbara, Colin had the privilege of housing Lucy's Bentley in his garage overnight. Colin and Barbara with their young son Ian participated in the Rally in the 1931 S Type 4½ litre Invicta, then owned by Peter Russell. Colin Campbell's son Ian who was then aged 4, still remembers how the kind lady who



B101KL 1950 Mk6 Sedan. This was purchased new by Lucy Wills and Vyvian LeCren, both of Snowdon Station, in Mid Canterbury. After several owners **B101KL** 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-Hay, who has previously owned a Silver Dawn Rolls-Royce, so this is the last Bentley to leave Timaru district. The photograph shows Barry and Jenny Goodman participating in a Dunedin rally in 2007.



Lucy Wills's 4½ litre **NX3464** under treatment in Bruce McIlroy's 'hospital' at Ashburton recently. Note the original colour of green, and the upholstery. It's only original once....



drove the vintage Bentley (Lucy Wills), bought him a comic while they were in Wanganui. Lucy loved children even more than she loved her Bentley.

Through her participation in so many VCC and BDC events Lucy came to command wide respect for her driving skills, especially on shingle roads. In fact, Gavin Bain said on one occasion that, during the 1965 Haast Rally, he learned more about driving a Bentley in shingle by following Lucy, than he had in all his years of Bentley ownership.

In the 1970s Lucy had the Bentley's external body fabric replaced, and guards, bonnet etc. repainted close to original colours. As the upholstery and interior trim were worn she considered having them replaced too, but as the upholsterer was unable to reproduce the large embossed 'B' in the three door panels, decided not to proceed.

During one of their frequent visits to Snowdon Station, Colin Campbell with his wife Barbara were taken for a spin in the vintage Bentley, with Lucy at the wheel. Hurling along at speed on a badly corrugated and hilly shingle road was such a frightening experience for Barbara she was shaking nearly as much as were the front mudguards. For Colin the sensation was sublime, but for Lucy it was just one more opportunity to demonstrate the Bentley's ability to get from one place to another in the shortest possible time, regardless of road conditions. She loved it.

By 1972 Snowdon Station had become just too much for Lucy and Marjorie, so Tony and Nicky Tripp purchased the Station and created a self contained flat within the homestead for Lucy and Marjorie, while the rest was used by Tony and Nicky with their four children, Jonathan, Henrietta, Annabel and Alexander. Lucy enjoyed her retirement, and was then able from her bedroom to use binoculars to check on the mis-mothered lambs in nearby paddocks. Sadly Lucy became stricken with a debilitating form of arthritis which gradually robbed her of her mobility, and died in 1981. Lucy's ashes were scattered in Lake Tekapo.

Lucy's Bentley **NX3464** remains at Snowdon Station, a fitting memorial to a highly capable, lovely, kind and generous lady, who inspired a small boy Colin Campbell to later qualify as a particularly capable motor mechanic, who over many years has serviced all those classic and special cars at Hastings, to the complete satisfaction of their enthusiastic owners.

Still in the family, so therefore virtually a one owner car, **NX3464** reminds us all of Bill Hamilton's classic advice to Lucy in UK, when he cabled her from New Zealand in 1929, "Bring a Bentley Lucy."

In compiling this story I owe my sincere thanks to Colin Campbell of Hastings and Nicky Tripp of Snowdon Station, both of whom have supplied so much of this information, with anecdotes and photographs.

References—'Wild Irishman' by Peggy Hamilton (older sister of Lucy Wills). Published by A. H. and A. W. Reed. Recommended



Colin Campbell with his beloved Morris Minor Convertible, which he has owned for 55 years; Colin with his wife and four year old son Ian participating in that 1966 Hawkes Bay Safari in the Invicta. Young Ian travelled the whole distance standing and holding the top of the windscreen. Lucy Wills took young Colin under her wing, tutored him and encouraged him to love all things mechanical, as she did. Without Colin's contribution there would have been no story.



reading.
 'West of Windwhistle'. Published by Lake Coleridge Tourism Group, and containing a substantial contribution by Nicky Tripp of Snowdon Station.

Although the story includes so much material not directly involving Bentleys, I hope members will enjoy reading about Lucy, who to me almost seemed to be a mythical person as I did not ever have the pleasure of meeting her. The story of how she first came to NZ and later fell in love with NZ is a fascinating one to me. Marjorie Farnsworth was friend/carer to Lucy, so it is again fascinating to read how Marjorie married Vyvian LeCren who originally owned Tekapo Station, and later purchased Snowdon Station in partnership with Lucy. Quite a complicated relationship in a way and under one roof too, but clearly a very happy and

successful one. Only recently did I come to realise that Colin Campbell had been brought up under Lucy's wing as it were, so little wonder Colin has been the source of so much of the story.

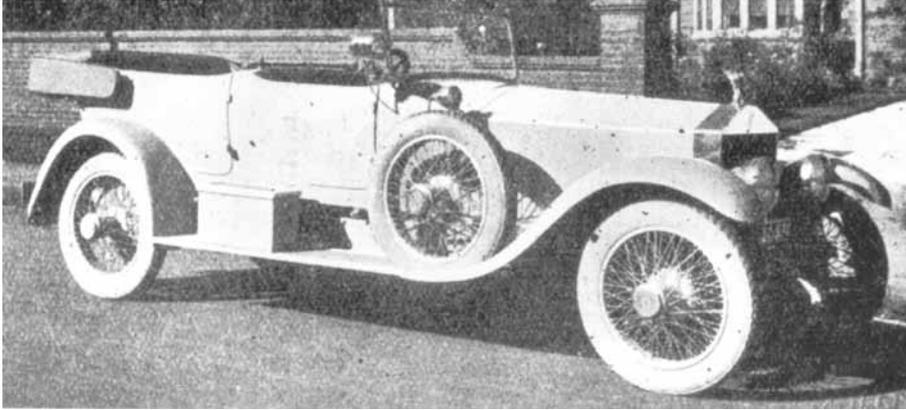
Isn't it interesting how a quite severely disabled person was able to travel so much and then become such a capable farmer, driver and manager of all things mechanical. From what Colin tells me she had a wonderful personality and always amazed him how she learned so much so quickly; it is interesting to speculate what a different life she would have lived had she remained in UK. Money is not everything, but Lucy's wealth certainly enabled her to live a full and enjoyable life and along the way make such a difference to the lives of so many others. A unique character if ever there was one.



John King took this photograph of 1063 being driven in the 1972 Vintage Car Club of NZ Invermay Hill-climb by the late Michael Haggitt. This car, known as "the little Bentley" was brought to New Zealand by Miss Marjorie Farnsworth in 1934. It carried a Mann Egerton coachwork plate on the dashboard, but was already a truck by 1934. It was sold in 1950, and Michael Haggitt restored it from 1951 with a "self-constructed" body (reference Johnnie Green's Bentley – Fifty Years of the Marque, Dalton Watson 1969, page 33), with a beautiful patina, wicker seats and trim. It was sold overseas in 1989. Gavin Bain provided the historical research on this car.

Silver Ghost 2PG, by Roy Tilley

In our last issue, Rob Carthew closed his article on Silver Ghost 1671 owned by ASG Carlyon, with a brief mention of Carlyon's second Rolls-Royce, also a Silver Ghost, chassis number 2PG, which, at the time of writing that article, was in the Lemmon Trust's museum at Puketitiri. What follows is as complete a history of this car as has been possible so far, and includes information



The one known surviving period photograph of 2PG, published in the 'Australasian Coach and Motor Builder'

from the original construction records from the RREC in the UK, together with information from Ian Irwin's book 'Silver Ghosts of Australia and New Zealand' and correspondence from Bruce Dyer of the Hawkes Bay branch of the Vintage Car Club of New Zealand.

Originally constructed as Chassis 14UG, this was later amended to become Chassis 2PG. The chassis went on test on 4 August 1921, and hastily prepared for export on 6 August 1921 aboard SS Corinthic bound for Wellington, New Zealand. Chassis 2PG was imported into New Zealand, for 'customer Hoyles, New Zealand.' The name of G. H Watts, of Blenheim, Australia (sic) is also noted on the factory owner's card for this chassis, presumably as the first change of ownership.

2PG had a tourer body built by Stephens and Son of Christchurch, and was displayed at the Christchurch Show in 1923 where it was one of the feature cars of the event. The one known surviving period photograph of the car was published in the 'Australasian Coach and Motor Builder' and reveals the high standard of early New Zealand coach-building. 2PG is very probably the only Silver Ghost in New Zealand, and one of a very few in the world, with its original, and local, coach-work. However George Lemmon, who bought the car from the Carlyons, is understood to have removed the Stephens body from 2pg and replaced it with a body he had built himself. Having found this home-made body to be unsatisfactory, he replaced the original body back on its chassis where it remains to this day.

When the original owner (Watts or Hoyles?) of 2PG died in the 1920s, his wife did not want to keep the car so it was sold to the Carlyon family of Gwavas Station, Tikokino, Hawkes Bay, who had previously owned the 1911 model Silver Ghost Chassis 1671.

It is known to have been registered at one time as (NZ) 84.703. The car, with its original tourer coachwork is presently in the Lemmon Museum at Puketitiri, Hawkes Bay, New Zealand carrying registration (NZ 1946-51) 85-544.' (Ian Irwin 1999)

A letter dated 15/11/1996 from Bruce Dyer of the Hawkes Bay branch of the Vintage Car Club of NZ recounted from Les Lemmon that Les' father bought and used the car for some years up to 1949 when he bought a Hillman 10. This is consistent with the 1946-1951 registration plate 85-544 that 2PG still wears. At that stage 2PG was parked up in a shed on their property along

with a 1923 Napier (that was still in the museum with 2PG as recently as 2004). When 2PG was put into storage, it was still in good running order (apart from worn out tyres) and was believed to have done only about 70,000 miles.

Bruce also reported that the car had been recently repainted and its upholstery tidied up. Also the only obvious engine work required was freeing up the seized valves, so he and Les removed the cylinders, freed and reground the valves and reassembled the engine. At the time of the letter, all that was required to finish the job was a replacement rocker arm. This has presumably been done, as at the time of writing (2010), 2PG is understood to have been used in some Art Deco Parades in Napier in recent years. This is born out by the fact that when visited by the author in 2004, it was wearing a 2002 trade registration plate 2552X, together with recently added tail lights and turn signals.

In November 2010 it was learned that the Lemmon Trust Museum at Puketitiri had been closed to the public, and was due to be move nearer to Napier. In a way this is a pity, as part of the appeal of the museum are the old farm buildings in which it was housed, but as Puketitiri is a good hour's drive from Napier, the commercial



The gentleman in the natty business suit in the corner of the framed photo of 2PG is George Lemmon, Les's father and Adrian's grandfather.



The photograph shows 2PG, together with the 1911 Napier, which incidentally Les Lemmon and his father both regarded as a better car than the Silver Ghost. Other cars in the museum include a Humber Pullman limousine which was one of two imported for the 1953/54 Royal Tour. The wire netting cages around the cars and the generally cramped conditions at the Museum, restrict the clarity of the photo, but hopefully the new location will address these problems.

Bentleys Lead the Opening of the East Taupo Arterial

Text and Photographs by Rob Carthew



(left) Richard's and Rob's Bentleys in Taupo before the start of the ETA ceremony.
 (above) Some idea of the scale of the ETA can be seen in Transit New Zealand's view.

Awaited by local residents for some 55 years, the 16km Eastern Taupo Arterial bypass was opened recently by Steven Joyce, Transport Minister jointly with Sir Tumu Te Heuheu. About 500 people crowded onto the Waikato River arch bridge at the northern end of the \$110 million highway to witness what many had thought would never happen in their lifetime.

To mark the occasion a convoy of both modern and classic cars ferried dignitaries and invited guests to the bridge to open the road. This was led by five Bentleys, four of which were provided by Richard and Patience Izard.

Richard's Flying Spur was the lead vehicle in which he took the Minister plus other dignitaries, whilst Patience, in the 1997 Continental R Coupe drove Sir Tumu, the paramount chief of the Ngati Tuwharetoa.

Also taking part to carry dignitaries and guests were Richard's GTC Speed, his very rare Mulsanne S, and Rob Carthew's 1951 Mark VI.

Richard originally bought the Continental R in London in 1988 and toured Sweden and Europe in it prior to bringing it back to New Zealand. The Mulsanne S, which has Turbo R gearing and seats – but no turbo! - was sold by Richard in 1991 and traded back a week before the ETA opening. The Flying Spur is the latest model, and the GTC Speed is the one with the 600 hp engine.

The ETA is part of SH1 and will divert up to 750 trucks per day along the Eastern boundary of Taupo between five mile bay and Wairakei. It is estimated to cut the journey through Taupo by 15 minutes in off-peak times and up to a hour in peak summer holidays.

1.1 million cubic metres of soil (99,800 truck and trailer loads) were shifted to build embankments and fill gullies and there are two new large bridges – the 150 metre Waikato River arch and the 440 metre bridge over the Wairakei Steamfield. The new motorway will provide motorists with five gateways into Taupo township and will ease congestion along the town's picturesque lakefront.



(above) Richard Izard beside his new Bentley Continental Flying Spur GTC Speed Model.
 (below) Patience Izard is driving the Continental R Coupé.



Obituary - Eric Ratcliffe



It is with sadness that we record the passing of Eric Ratcliffe.

Eric joined the Southern Region at its inception and was elected Chairman of the region at the inaugural meeting held at the White Heron Hotel on 23 July 1978. He later, in 1995/96, served as National Chairman.

A true enthusiast, Eric owned a number of Rolls-Royce and Bentley cars over the years, including a Silver Cloud III, Silver Wraith, Silver Wraith II, Silver Shadow, Bentley Mulsanne and a Phantom II. All these cars were kept in immaculate condition. The Phantom II was purchased as a barn find in England from Johnny Johnston, Britain's highest scoring fighter pilot of WWII. Eric put much time and

effort into restoring the interior to its former glory and repainting the exterior in the original colours. The result was a credit to his persistence and refusal to accept anything not to his very high standards.

His other great passions were cricket and Coronation Street. When stars from the latter visited Christchurch on several occasions, Eric chauffeured them in his cars. One of his daughters married the N.Z. cricketer Vic. Pollard, a fact that afforded Eric much pleasure. Eric's trade was printing. He formed the Leading Label Company, specialising in adhesive labels. His bulldog Winnie travelled to the office with him every day and slept under his desk.

Some years ago Eric presented a very elegant trophy to the Southern Region to be awarded at the annual Concours d'Elegance for the best Rolls-Royce or Bentley. The trophy consisted of a 20 hp mascot mounted on a suitable base. Another of Eric's interests was mascots, and he had a large collection of Rolls-Royce Spirit of Ecstasy mascots.

Eric had a heart condition which caused problems over the years, and this and a failing memory eventually meant his moving to a rest home. A great supporter of the club over many years, he will be sadly missed.

John Ferguson

Southern Region Touring Rally Labour Weekend



John Davies and David Andrews from Mt Maunganui and Auckland attended in GXK10, here on the Sunday morning at Mill House, Waianakarua.



David Andrews's photograph of Michael Midgley's briefing to the assembled motorists at Mill House, Waianakarua.

(L to R) Bruce McIlroy, John Davies, Michael Midgley, David Andrews, Andrew Henderson and Glynn Williams after dinner at Lake Ohau Lodge.



For several years the Southern Region organised a long touring event each spring, and last year we held a most successful run at Canterbury Show Weekend in mid-November, as reported in our magazine 09-6. We tried to pack more into that weekend than would comfortably fit, but that meant that we had a bit left over, namely Ramon Farmer's Geological Tour of the countryside inland from Oamaru. This year the organisers did a bit of a cut and paste, as well as copying some items from last year, such as our dinner at Fleur's Place, Moeraki. We were pleased to welcome guests: John Ferguson; John Hughes from South-land; Martin, Brenda and Emma Green in the Silver Wraith WDC40; and the Hormann family from Dunedin.

We had hoped to cross the Hakataramea Pass into the MacKenzie Country, but some difficult approaches to fords made that impracticable once car designers had discovered overhang and ways of reducing ground clearance. The route instructions therefore recommended a run towards the Pass, stopping at Cattle Creek Station, retracing the route to continue towards Omarama, finishing at Lake Ohau Lodge for the Sunday night, and crossing the MacKenzie Pass on Labour Day, coming out onto the main Timaru to Fairlie road at Cricklewood.

Before your reporter even got out of the gate, two Mark VI Bentleys passed, and Alastair Scott's Silver Shadow was passed going in the opposite direction. As we travelled out of the earthquake zone, the now rare sight of elaborate chimneys still standing was noticeable, and in the fine weather the early spring

greens made the countryside sparkle. Most of us met up at the well-named Pleasant Point, where we were also able to meet Ric and Linda Masten from Carmel, California. They competed in the 2004 Centennial Tour in their R-Type, and were in the area that morning. G XK10, the 20/25 Thrupp & Maberly limousine, made an excellent concert hall, with the unmistakable sound of the recently passed Dame Joan Sutherland emanating from cunningly concealed CD player and speakers.

Attempts to count people were difficult, but about 35 of us dined at Moeraki, others electing to eat at the very hospitable Mill House. At Ohau, local resident Malcolm McMillan joined us, with his Bentley Mark VI, to make the total for dinner that night 45. The score then was 10 Bentleys and 8 Rolls-Royces, while five families were represented by two generations, one by three generations, and we had people present from the first to tenth decades of life. With two Derby products, and at least two of many models, the turnout was most impressive, and everybody seemed to be having fun.

Your reporter elected to bypass Omarama, by taking Prohibition Road, and so missed the police check point. The 20/25 crew passed the breath test without incident, and their response to the proffered jelly bean reward was that Mother had warned against accepting sweets from strangers. This even brought a smile from the policeman on duty.

The Southern Region Annual General Meeting was held before dinner at Ohau, and attracted a large crowd including spectators



(L to R) Gwen McPherson, Malcolm McMillan, Katy Parish, George Calder and John Parish at Lake Ohau Lodge.

The view from the bedroom window at Lake Ohau Lodge, made even better by Henry Green's newly acquired Silver Spirit, Martin Green's Silver Wraith, the editor's T-Type Bentley, and the Chairman's S3.



who wondered if our Chairman Michael Midgley would be able to break the Standing Start AGM record. Recording apologies from those unable to attend took some time, so the meeting finished nine minutes after it started, committee members remaining the same as last year.

Prizes were awarded after breakfast; the 20/25 crew took the coveted Fleur's Forecasting Rock. It now has been shown to correctly record earthquakes too; Bruce McIlroy was awarded the Special Assistance Award for failing to find the wheel nut spanner of B69MX; and John Hughes and his passenger Alan won the MacKenzie Plate for giving a ride to an attractive hitch-hiker who turned out to be essential to the smooth running of Ohau Lodge.

At a time when the increase in GST is applied with a heavy hand, it was gratifying to see that Fleur Sullivan had held her price to last year's level, as had The Flying Pig at Duntroon and the Moeraki Motel, while we didn't notice any Public Holiday Surcharge until we were on our way home and climbed Mt John for the view, coffee, carrot cake, toilet queue and 15% surcharge, in descending order of merit.

GXX10 has written us a charming letter, which we are pleased to publish.

"GXX 10 RR 1935. As you see I am not the youngest on the road, nor am I the newest, but would like to take this time to drop you a line of thanks and gratitude.

My current owner and 'Boy' concur with me in saying, what a rejuvenating trip to the "mother country" we had after my recent, prolonged hospitalisation at the McIlroy clinic.

It is wonderful to know that one can now stand without leaking or disgracing oneself!

The nitrogen (or was it nitrous oxide) in my tyres have certainly made me combust and dance well over the South Island Roads. Picton to Methven was done under extremely windy conditions. 'Boy,' who was at the wheel (or is that helm), decided driving in these conditions was like the Cowes Regatta Week of old. 'I loosened my stays, hoisted my liberty bodice, and sailed forth, down the coast of the mainland.'

We found the organisation of this expedition quite reminiscent of a well planned invasion of rural high country New Zealand.

Along the way, I picked up 'Babs' who had to remain on the outside of the trunk, due to an embarrassing incident in the car, something to do with foreign language and loud bleating! Silly John and 'Boy' think they have now cornered the steel wool market! How North Island is that?

It is with great honour and humility that I accept the most unusual trophy that was awarded on prize giving morning at Lake Ohau, on behalf of my owner and "Boy." The trophy is on the shelf next to my best oil, nearly new fan belt and rainex.

My owner thanks you for the honour of the title, 'Chairman of the Southern Branch,' but due to dodgy health, and a hedonistic lifestyle, I have advised him to decline this great offer on this occasion.

In closing this correspondence, myself, John Davies and 'Boy,' sincerely hope we shall be invited down to the mainland again, so we can gather, make dust, and renew old acquaintances.

Until then, from the garage at No. 2 Shante House, Mt Maunganui, GXX 10 (otherwise known as, Dowager Empress, Thrupp and Maberly GXX 20/25), ignition off.

GXX10"

John



David Andrews took this photograph of Bruce McIlroy wondering where the wheel nut spanner of B69MX is.



Babs (pronounced "Baaaaabs") rides outside GXX10 after an unfortunate incident..

John Davies disobeying at least one of the exhortations on this sign outside an estate at Lake Ohau; locals dismissed the importance of this property and its security cameras by saying it is owned by Someone From Auckland.



Six Pot Group/Silver Ghost Auckland Orientation Tour 4 November

Report by George Urquhart



Philip Eilenberg

The Susan and Steve Littin inspired and organised tour of New Zealand had a core of starters from friends/owners of Silver Ghosts, who are also customers of their USA restoration, repair and maintenance company in Ohio.

“The Six Pot Group” undertook to arrange a shake-down day tour to help them become familiar with our road marking and route signs, and to provide an opportunity to experience a little of our motorways and main highways, as well as a lot of our rural road network. The concluding highlight of the run was a visit to Richard Langridge’s Rolls-Royce and other classics collection.

Having in mind that the pleasure we derive from driving Veteran and Vintage cars, is also rather demanding in this modern era, particularly so when you are perched high in a 3,920lb car, and guiding a 150&1/2 inch chassis sitting on wheels with 33 inch x 5 inch tyres, propelled by 7,428 cc of pure grunt. The earlier examples, having had only rear braking, yet capable of 111km/h (69mph). Add to these factors a not very forgiving straight cut set of gears to change, topped off by, for some of them, the steering wheel located on the “wrong side,” it seemed incumbent upon us to provide easy to follow route instructions. Thus the system of having photographs of key features, and road signs where major changes in direction are required, come into their own. My son Bruce places these pictures adjacent to the written instruction as he completes them for printing.

School holidays at the end of September gave me two assistants to check for accuracy and to re-photograph changes to roads and signage as required. My grandchildren, Miles, aged 12, and Marisa aged 10, competed to have their photos selected, but voiced no complaint at having to sample the lunch and afternoon tea menus.

Surveying and detailing the route from the tourists’ accommodation at the Jet Park Hotel to the BP Service Centre at Drury was delayed. Aucklanders will know only too well of the extensive re-alignment that was taking place on SH2. Temporary connections came and disappeared as construction dictated, so when only three weeks prior to the big day out, there was the billed, seamless connection with the southern motorway,

Philip Eilenberg and I breathed sighs of relief. Only then could we tackle this and the last part of the return from Richard’s farm

down Redoubt Road on to SH2, the Massey road off ramp, and into Westney Road, and enable this link to be completed.

It was at the BP service centre on Thursday 4 November that some local Six Potters assembled to welcome our guests before starting the run. From Drury, with the tourists, we travelled across areas of dairy farming, some sheep, a little of crops, and then on to the Thames Estuary. The estuary is an extension of Auckland’s Waitemata harbour, one of our cherished playgrounds where young and not so young, sail large and small craft, fish, swim and picnic in an area that has very clean water.

The Kaiaua lunch venue impressed our visitors, especially the two Swiss now living in Portugal. They considered the fish and chips take-away eaten from yesterday’s newspaper to be the best that they have ever consumed. After this break it was time to move along our Pohutukawa coast named after these native trees we often refer to as NZ Christmas trees. We were though, too early in the season to see their bright red seed heads that emblazon the coast line from December.

It seemed that that the suggestion of an Ice Cream Cone for a dessert at Kawakawa Bay was taken up by most. It will surely be more than a little while before such a collection of Silver Ghosts trailed by four local PMCs, adorn this general store again. The beach front line up of ice cream lickers appeared to receive almost as much attention from the questioning locals as did their appreciative inspection of the vehicles.

Then they were under way again, around the rest of the bay and past the Oyster processing factory to the comfort stop at Clevedon before the afternoon tea Philip had gone ahead to prepare at Langridges’ farm.

The gasps of delight from our friends assembled at the entrance to the courtyard that followed the curtain raising, would certainly have convinced Richard that he had immediately impressed his audience. All the stable doors rising simultaneously have one’s eyes trying to zoom around the rectangle anxious not to miss any detail of the spectacle.

Splendid examples of Rolls-Royce and Bentleys in many body styles, ranging from 1920 to the present are so appropriately presented in this purpose built complex.

The recent addition to the display, a James Young 1965 Rolls-

Royce Phantom V, was a new star in this galaxy of desirables, and attracted much more than a cursory inspection; but then, what a brain teaser to attempt to select the best all rounder.

While I was away checking out the most direct route for our Swiss visitors, Monique and Albert Eberhard, to call on past neighbours, and picking up Miles and Marisa from the Ardmore school, Susan Litten presented to Richard on their tour group's behalf, an embroidered plaque. This featured their Silver Ghost Association's emblem as an appreciation of his presentation, and time he had so generously given to make a memorable afternoon.

A number of us Six Potters had the pleasure of dining with

the group that evening. I was pleased to learn during dinner that our Swiss couple now residing in Portugal, Monique and Albert, had successfully found their way to Creightons Road (between Clevedon and Papakura). This was surely to the pleasant surprise of the Vin Alto Vineyard proprietors, who are now NZ residents, but were formerly their neighbours near Zurich, some 35 years ago. There are also family connections that were formed when both resided in Iran, but as was the case for most westerners, they found it necessary to move on when the Shah was deposed.

The overwhelming consensus of opinion was "a most enjoyable day and a great introduction to New Zealand."

Silver Ghost Association with the VCCNZ Far North Tour Report by Philip Eilenberg

Steve Littin was only a youngster when he first started events with the Northland Branch of the VCC, so he thought it would be a great start to their SGA tour to be part of the event, organised by Lyn Wrack. It is the 38th year of the Far North Tour. 14 Silver Ghosts participated in this part of the tour as Bruce McIlroy was joining the tour from Taupo.

The start of the tour was at the VCC clubrooms in Whangarei



Glynn Williams

Morris Franklin's Springfield Tourer Chassis 55EU, and the Botway Family's Sedan, Chassis 421XH.

on the Friday evening with a pie, pea and spud main course and pavlova and fruit desert. The clubrooms are part of a council owned heritage park that also houses a Kiwi house, historic homestead and other clubs including vintage railways. There were over 100 vehicles registered for the event and is always very popular.

Norma and I stayed with RRBC members, Ray and Shirley Scampton, on Friday night and we then headed off early on Saturday morning to the start at the clubrooms. The weather was amazing – clear skies and lots of sun. The Saturday morning route was a leisurely drive to Dargaville on SH14 and then to the Trounson Kauri Park at Kaihu. This was our first stop for morning tea and a viewing of many Kauri trees and NZ bush. Then we headed along Donnellys Crossing to the Waipoua Forest and a visit to Tane Mahuta, the gigantic kauri tree. This is a very beautiful part of Northland as you drive through the bush and over streams and rivers.

We then headed to the Hokianga Harbour

and the view of the amazing sand dunes just stopped everyone in their tracks, especially our visitors as they came over the hill into Omapere and along the shoreline to Opononi for lunch at the pub. What a magnificent sight with the Silver Ghosts all lined up on the waterfront.

We then continued on SH12 to catch the ferry at Rawene, a very old seaport where kauri logs were loaded for shipment to Australia. There were so many cars it took all afternoon for everyone to get across. We then headed onto SH1 through the Maungamuka Gorge, which left the arms very tired as the roads were very hilly and winding. Once we were over the gorge, the road flattened out through to Mangonui and on to Doubtless Bay and the Taipa Bay Resort, where the Ghosts were staying. There was plenty of water to wash the cars as some of the metal roads were quite dusty, as it was so dry.

We then had the final tour dinner at the Taipa District School Gymnasium, which was a short walk from the resort. The Far North branch had spent all day spit-roasting lamb and pork with roast potatoes and lots of vegetables and salad – it is not easy catering for well over 200 people but they did a magnificent job. There were a few speeches and a raffle draw before departing back to the hotel for a good night's sleep – it had been a long day but a magnificent one.

On Sunday morning there was a farewell cuppa at the Far North VCC clubrooms and a viewing at the Mathews Vintage Collection.



Glynn Williams

Andrew and Margaret Bayley from Tasmania toured in this very sporting tourer, Chassis 106AG. This car was imported as a hearse to Western Australia in the 1980s.

Central Region AGM and Silver Ghost Association Meeting Report by Clive Edmonds



Roy Tilley

Jon and Ellen Leimkuehler's 1925 Brewster Playboy Roadster S168MK.

The Central Region decided to hold their AGM and welcome the visiting Silver Ghost Association on the weekend of 19 November.

The AGM was held at The Wellington Club on the Friday night and thanks go out to William Giesbers for arranging this. The meeting held a wide ranging discussion on several issues and voted to re-elect the existing team, welcoming aboard a new committee member, Clive Edmonds from Napier.

After the meeting we adjourned to the Copthorne Hotel, and were privileged to view some of the visiting Silver Ghosts in their secure parking.

Dinner was in the seventh floor restaurant "180 degrees", aptly named for the panoramic views of the Wellington skyline that diners enjoy. It was a convivial evening, drinks flowed freely and Steve Littin from the SGA entertained us with descriptions of sub zero winter conditions in the Eastern USA. Comfortably replete, we bade our farewells and arranged to meet the following morning in the nearby parking lot of the Tugboat Restaurant.

Saturday morning dawned, welcoming us with hazy skies and the buzz of a city awakening to a new day. People sipped coffee in sidewalk cafes, enthusiastically jogged through city streets or walked their dogs, pausing to chat with neighbours.

The meeting point was a busy place and of course our assembling convoy of "Proper Motor Cars" attracted huge interest amongst the local population. We wasted no time and departed the confusion of the parking lot, following scenic Oriental Parade and ascended the narrow city streets up to Mount Victoria. It must have been something of a challenge to our American guests, who had to navigate their cars along narrow winding streets and hairpin bends, finally

to arrive at this magnificent vantage point above the city.

We shared the parking area with a tour bus and many visitors, all fascinated by our cars. This was an opportunity for a photo shoot and the chance to field questions from many curious locals. We chatted with new and old friends, took photos and discussed technical issues, all of the camaraderie of a meeting of car club enthusiasts.

Finally it was time for the next leg of the run which would cover some 120 kms and give our visitors a series of vignettes of New Zealand. The route took us on a leisurely tour of coastal Wellington waterfront, circumnavigating Evans Bay, Shelly Bay and out to Point Halswell; thence back around Kau Bay, Mahanga Bay, Scorching Bay, Karaka Bay, Worser Bay, Breaker Bay and renowned Lyall Bay, Houghton Bay and Island Bay.

Along the way were art galleries, pottery studios and craft shops, all begging for exploration, but we had to keep to our schedule and consoled ourselves with the thought of returning at another time.

Now we headed inland at Owhiro Bay and visited Happy Valley, Mornington and Highbury, the constantly changing vista providing our visitors with a different snapshot of Aotearoa at every turn. We headed out toward Karori and the route offered an optional visit to Makara Beach, which added an additional 10km, but was well worthwhile, by most reports.

Then we went on to Johnsonville, along winding, tortuous but wonderfully scenic country roads complete with one lane bridges and the usual collection of cyclists, many riding two abreast with impunity on these narrow, blind cornered roads. To the left of us were fast flowing streams, and, on the right, steep cliff faces – truly rural New Zealand. Once in Johnsonville we were back in suburbia and the entrance to the motorway loomed, beckoning us northwards past Tawa to Paekakariki and Paraparaumu, and the



Glynn Williams

Steve and Susan Littin's 1925 Springfield Silver Ghost Tourer S206ML



Roy Tilley

Southward Museum.

Local members on hand to meet and greet the visitors included, in no particular order: Roger Lloyd, Martin & Rita Purdy & family, Martin Taylor, Barrie Benseman, Doug Majors, Merv Warner & Lottie Egarr, Elliott & Carol Snelling, Lesley and Roy Tilley, Clive Edmonds, Ian & Pam Hoggard, Dave & Val Collins, Colin Boyles and William Giesbers.

We shared the museum parking lot with members of the NZ BSA Motorcycle Club who were having a meeting there, and we examined each other's steeds with interest. The Ghosts were lined up for another photo shoot with the museum's concrete wall as a backdrop and we all adjourned to the Café for a most welcome lunch.

(Clockwise from Top Left) A selection of Central Region cars to greet the SGA visitors.

Some of the visiting SGA cars and a local 20 h.p. at the Southward Museum.

Six Pot Group and Silver Ghost Association tourists meet at Drury.

Caption optional.

The engine that made the Rolls-Royce Company's reputation.

Albert and Monique Eberhard in S348RL about to follow George's instructions to find their friends' winery.



Roy Tilley



George Urquhart



George Urquhart



Philip Eilenberg



Martin Purdy



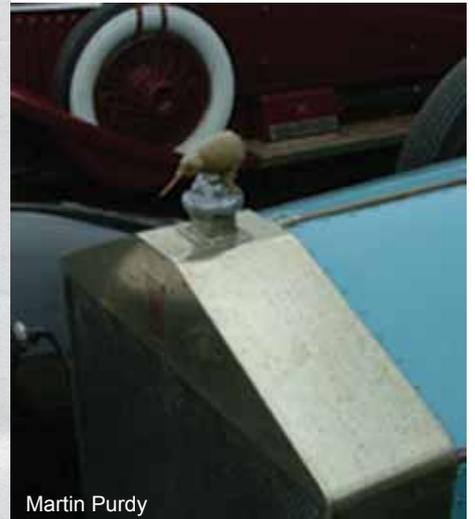
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(left) As the \$NZ approaches 49P, this might be a chance to dust off your Time Machine at the bottom of the garden, and take advantage of this advertisement from the December 8 1931 issue of The Motor.



New Northern Region Chairman Glynn Williams takes SBH10636 to Cricklewood.



Martin Purdy

This Silver Ghost, Chassis 87CE, takes the first step towards Kiwi citizenship.



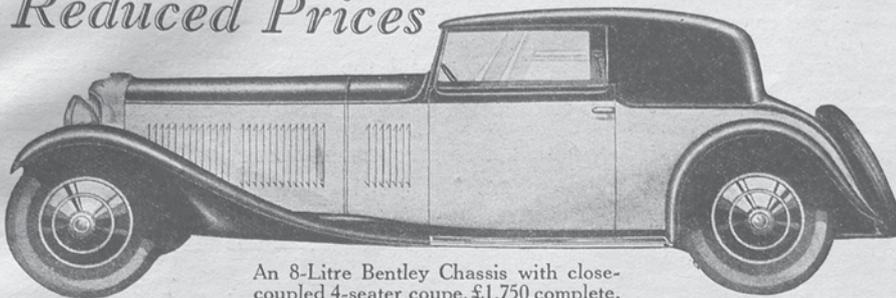
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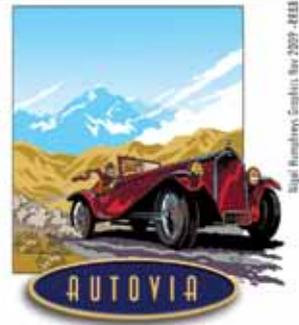


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Left, a 1960 Alfa 2000 Spider by Touring, and Rolls Royce Silver Cloud III James Young at Autovia's workshop.



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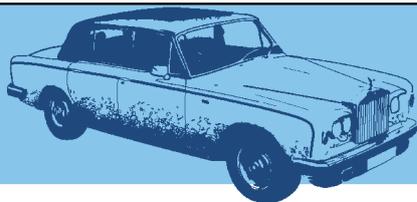
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