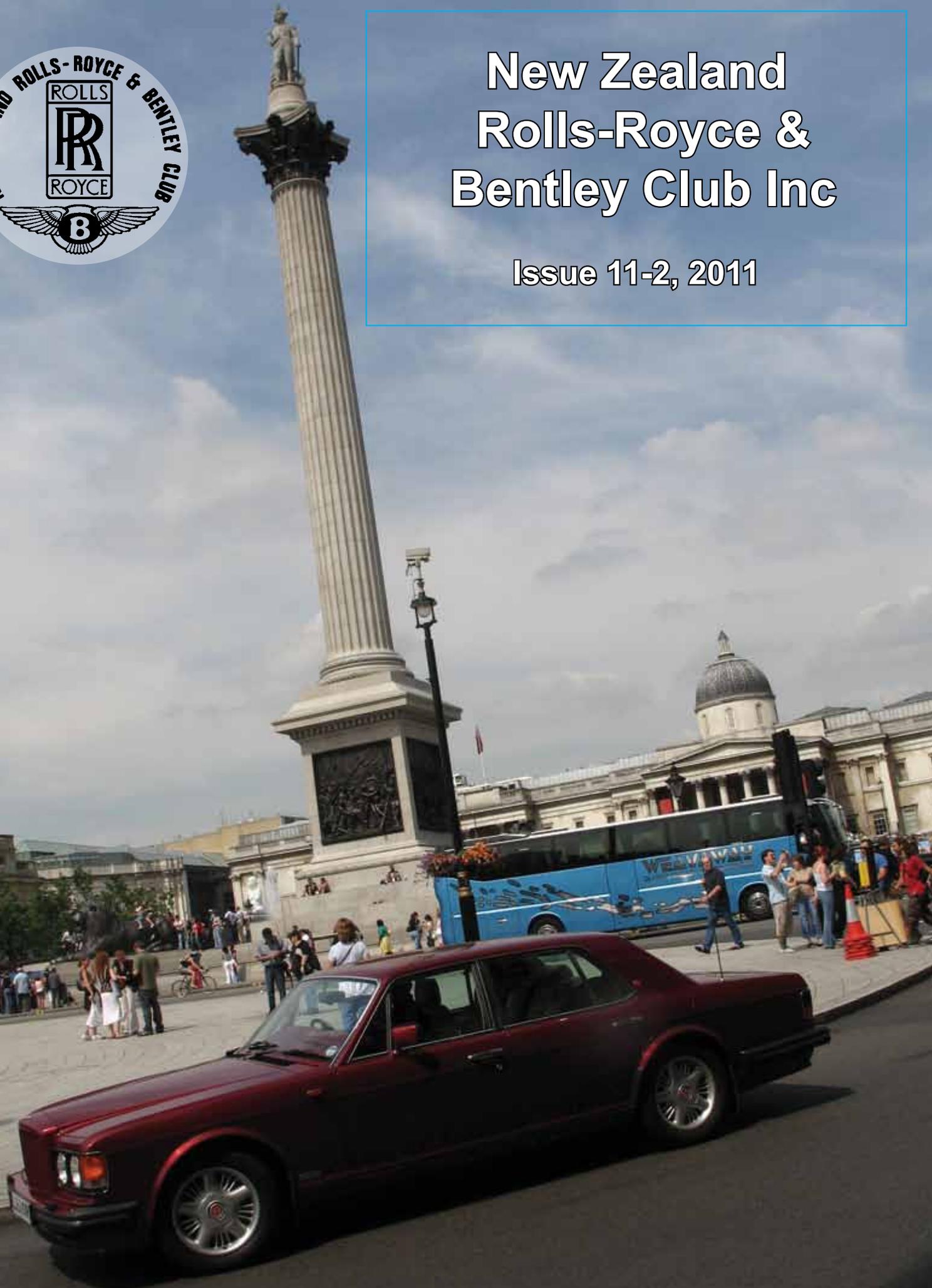
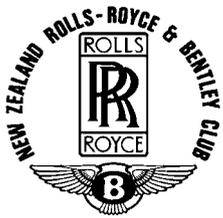


# New Zealand Rolls-Royce & Bentley Club Inc

Issue 11-2, 2011





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

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### NATIONAL EXECUTIVE:

**CHAIRMAN** Michael Midgley  
RD 1, Culverden, Nth Canterbury 7391  
Phone 03 315 6445 or Mobile 0274 148 145  
Email [midgley@xtra.co.nz](mailto:midgley@xtra.co.nz)  
**IMMEDIATE PAST CHAIRMAN** Richard Hadfield  
242 Sunnyside Road, R.D.3 Albany 0793.  
Phone: 09 448 2248  
Email [oldie@ihug.co.nz](mailto:oldie@ihug.co.nz)

**SECRETARY** Geoff Walls  
4/3 Karitane Drive, Cashmere, Christchurch  
Phone 03 332 6387 or Mobile 021 786 652  
Email [geoff@wallsnz.net](mailto:geoff@wallsnz.net)

**TREASURER** Philip Eilenberg  
3B 21 George Street, Parnell, Auckland  
Phone: 09 374 5901 or Mobile 021 928 041  
Email [peilenbergnz@gmail.com](mailto:peilenbergnz@gmail.com)

**MEMBERSHIP REGISTRAR** Rob Carthew  
85A Wharewaka Road, Taupo  
Phone 07 377 4117  
Email [watcher@pl.net](mailto:watcher@pl.net)

**TECHNICAL LIAISON OFFICER** Post WW2 Roy Tilley  
204a Waiwhetu Road, Lower Hutt  
Phone 04 566 0850 Fax 04 586 2937 Email [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)

**TECHNICAL LIAISON OFFICER** Pre WW2 Eddie Riddle  
27 Edith Street, Fairfield, Dunedin  
Phone 03 488 1121 Email [edjoyr@xtra.co.nz](mailto:edjoyr@xtra.co.nz)

**MAGAZINE EDITOR** Tom King  
191 Sparks Road, Christchurch 8025.  
Phone 03 339-8309 or Mobile 0275 880 767  
Email [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz)

**WEB MASTER** Rod Newport  
2/4 Bay Road, St Heliers, Auckland 1071  
Phone 09 575 1254 or Mobile 0274 887 117  
Email [newportdesign@xtra.co.nz](mailto:newportdesign@xtra.co.nz)

**NATIONAL EVENTS CO-ORDINATOR** George Urquhart  
9 Four Trees, Howick, Auckland 2014  
Phone 09 534 1237 or Mobile 0275 341 237  
Email [shorus@xtra.co.nz](mailto:shorus@xtra.co.nz)

**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)

### NORTHERN REGION

**CHAIRMAN** Glynn Williams  
24 Franklin Road, Freemans Bay, Auckland 1011  
Phone 09 378 7632.  
Email [glynnwilliams@yahoo.com](mailto:glynnwilliams@yahoo.com)

**SECRETARY** Susie Williams  
37 Maxwellton Drive, Mairangi Bay.  
Phone 09 626 4996 or Mobile 021 367 683  
Email [suehowiewilliams@gmail.com](mailto:suehowiewilliams@gmail.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@xtra.co.nz](mailto:midgley@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 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](mailto:the.king@xtra.co.nz) 191 Sparks Road, Christchurch 8025. The publication of commercial advertisements will be the subject of a charge to the advertiser. Colour advertisements are charged at \$220 per half page and \$300 for full page, payable to the NZRR&BC Inc.

## Membership Changes

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

Ron and Mary Craig, 111 Kohimarama Road, Auckland 1071. (09) 528 9413 or 021 780 287  
[ronmary.craig@xtra.co.nz](mailto:ronmary.craig@xtra.co.nz) 1947 Rolls-Royce Silver Wraith Freestone & Webb Razor-edge Saloon Limousine, Chassis WVA75, Registration HW2229.

David and Bridget Jones, P.O. Box 61 Waikawa Bay, Picton 7251. (03) 5735 449 or 027 214 3223  
[leport@stuartmodels.com](mailto:leport@stuartmodels.com)

1990 Rolls-Royce Corniche Mulliner Park Ward Convertible  
Chassis SCAZDOOAOLCH30136, Registration 1990RR.

Jim and Carol Teasdale, 72 Bawden Rd, R.D. 2 Albany 0792. (09) 415 7251 or 027 530 7575  
1975 Rolls-Royce Silver Shadow, SRH 20160, Registration BQP 346

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**CLOSING DATE FOR NEXT MAGAZINE: Deadline for receipt of all material for Issue 11-3 is 22 May 2011.**

*Front Cover: Malcolm Graham's photograph of his Bentley Turbo "R" RCH54119 in front of Nelson's Column, Trafalgar Square.*

# Club Calendar

## National Rally

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

### 2011 National Rally and AGM

Blenheim 22 to 25 April

Classic Fighters 2011, "V for Victory"

Details of the rally have appeared in the magazine and registration details have been sent to all those who have booked accommodation or informed the Southern Region organisers of their intention to attend.

As the rally centres around the very popular Omapa Airshow, accommodation and eating venues are in high demand and reservations are essential. It is vital that members advise their intention to attend any of the planned events.

Please visit the Club's website [www.nzrrbc.co.nz](http://www.nzrrbc.co.nz) for the registration form or ask Michael Midgley (see opposite page for contact details).

Notice of the Annual General Meeting was given on the address cover sheet for magazine 11-1, together with information on nominations.

**National Event: During Queen's Birthday 1971** our Club was founded. See below in Central Region Events for Roger Lloyd's commemoration of this event, long before our Regions were organised.

## Northern Region:

**Saturday 7 and Sunday 8 May: Waikato Weekend.** Accommodation at Waitomo Caves Hotel.

**Sunday 14 August: Drive and Lunch** to celebrate the imminent arrival of Spring.

## Central Region:

**Sunday 10 April:** Visit to Bristol Motors who do very high quality restoration and repair on vintage and veteran cars. Meet at 10.00 am at Bristol Motors, 40 Ward Street, Wallaceville, Upper Hutt. Afterwards we will go over the hill to the Short Straw in Whiteman's Valley for lunch and then visit Golders Cottage Homestead and Museum, 707 Fergusson Drive Upper Hutt.

Further details will be advised to Central Region members through the Tick of the Clock.

**Sunday 5 and Monday 6 June (Queen's Birthday weekend):** celebration of the 40<sup>th</sup> anniversary of this Club's first outing on Queen's Birthday, 1971. This original event was organised by Roger Lloyd, and Roger is working on a re-enactment, starting from as close as possible to the original venue, the intersection of Dowse Drive and the Western Hutt Road in Lower Hutt. All members of the Club are invited to attend, as well as those who were at the original meeting but who may no longer be members. The present owners of the cars that attended this first outing are also invited to attend, and as far as they are able to be identified, will receive a personal invitation.

The two-day format of the event will enable people who want to take part for only one day to do so.

The route of the run would be from Lower Hutt, through the Wairarapa, stopping at Mt Bruce for lunch and then on to Feilding for the overnight stop, via the Saddle and Aukautere, returning on Sunday via the Kapiti Coast.

We propose to include visits to museums in the Wairarapa and the Feilding area, and to Mt Bruce Nature Reserve.

**Friday 24 June: Solstice Dinner** at the Wellington Club as in years past. This date is to be confirmed.

## Southern Region:

**Saturday 4 to Monday 6 June:** Queen's Birthday visit to River Kitchen, north of Oamaru, and Ohau Lodge. We hope to include a visit to DoC sites near Twizel where black stilts are nurtured. Our club first met at Queen's Birthday 1971, so the 40<sup>th</sup> anniversary will be celebrated.

**Sunday 17 July:** A High Country run, taking in some Rangitata countryside and Lake Ida, possibly including a meeting for coffee at Hillyers, Leeston.

**Saturday 20 August:** Technical Day, including coffee, café, and talking.

**Sunday in late September/early October:** North Canterbury outing, starting with breakfast at Pukeko Junction. Ironbridge Quarry is a possible destination.

**Show Weekend Friday 11 to Sunday 13 November:** Long Touring Weekend, including our Southern Region Annual General Meeting.

**November or December:** Banks Peninsula event, possibly incorporating a picnic at Purau or Orton Bradley Park, and a meal at Governors Bay Hotel, and/or a catered cocktail gathering for our end-of-year function.

## Australian Events:

With the Tasman Sea now much narrower than it used to be, these events organised by the New South Wales Branch of the Rolls-Royce Owners' Club of Australia will be of interest to any of us travelling to Sydney:

**Wednesday 6 to Monday 11 April: FEDERAL RALLY in Canberra.** Contact Ian Irwin [keadymore@activ8.net.au](mailto:keadymore@activ8.net.au) or (0061) 2 6227 5709

**Saturday 9 April: Breakfast at the Armory Wharf Café, Jamieson St, Silverwater** at 9 a.m. This has become a fixture, held on the second Saturday of each month. Contact [gcm6@nsw.rroc.org.au](mailto:gcm6@nsw.rroc.org.au)

**Sunday 1 May: The Commemoration Run and Lunch to St George Motor Boat Club, 2 Wellington St, Sans Souci.** It starts from Centennial Park at 10:30 and entries should be sent to [president@nsw.rroc.org.au](mailto:president@nsw.rroc.org.au) by 15 April.

**Saturday 11 to Monday 13 June: Sir Henry Royce Foundation Official Opening Weekend, Studley Park, Camden, N.S.W.** The Victorian Branch of the RROCA has arranged this weekend to commemorate the major restoration work on Studley House already achieved. Articles have appeared in our magazines 09-4, 09-6 and 10-4.

**Sunday 21 August: Shannons Eastern Creek Display.**

**Sunday 28 August: All British Day at The Kings School.**

**Date to be advised: Silver Ghost Weekend** in the Southern Highlands around Bowral and Moss Vale.

**Friday 23 to Sunday 25 September: Dawn Patrol IX.**

**October Date to be advised: RROC NSW Concours and Picnic.**

**Sunday 6 to Saturday 12 November: National Spring Tour of the Snowy Mountains.**

Further details of any of these events are available from the editor, [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz), who holds copies of *London & Derby*, the Newsletter of the Rolls-Royce Owners' Club of Australia (New South Wales) Inc.

## 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)

Stuff happens. One would think that, having been doing this editor's job for seven years or so, it would become a doddle, but there are always new ways for spanners to be thrown into the works. With 11-1, the manuscript was delayed by NZ Post on its way to the printer in Wanganui, and, because of another commitment your editor had, a viewing of the magazine's proof copy was not possible.

Starting with Page 4, the caption to Brockbank's cartoon should have been able to be read as "Distantly related at most, I'd say." That joke dated from the early 1960s, when the, by then, wholly owned subsidiary of the British Motor Corporation (remember them?) Vanden Plas, built specially trimmed versions of the Austin Westminster/Wolseley 6/110 saloons, and installed a version of the Rolls-Royce B60 engine usually seen in commercial use. The result was called the Vanden Plas 4 litre "R" and it was treated with some disdain by contemporary purists such as Brockbank's driver of what is obviously James Radley's triumphant Alpine Trials Silver Ghost of 1913. As readers may have noticed by now, your editor is apt to point out any connection, however tenuous, to New Zealand; the Radley car is now owned by John L. Kennedy, an expatriate New Zealander, and he has brought it over here on several occasions to compete in vintage rallies.

Moving to Page 6, part of the caption to the middle left photograph dropped away somewhere. It should be "Rolls in his 1898 Leon Bollée, the first vehicle designed specifically for pneumatic tyres."

On Page 11 the large photograph at the top is not of Rolls on 2 June 1910 just before his cross-channel non-stop return flight. To quote Tom C. Clarke, the author of *Charles Rolls: One Hundred Years On* in *The Roycean Number 1* "We learned this too late! This is what we are publishing in *The Roycean No. 2*:

"p.20, top picture - in spite of the postcard's claim this does not show Rolls's cross-Channel aircraft. Instead it shows his Short-Wright no.1 (our thanks to Gordon Bruce)

"We now realise that this was simply the postcard publisher recycling an early image at short notice so as to overprint it with the Channel crossing details."

Interestingly, the photograph from our Page 6 and that on Page 20 of *The Roycean* is different, in that Rolls is holding the controls

with both hands on Page 6, whereas he is resting his right hand on his leg on Page 20. The angle of the photographs is slightly different too, as if there is a battery of paparazzi facing Rolls.

The top caption on Page 17 misspells the owner's name of Silver Shadow SRH6886; it should of course have read "Martin Purdy." Sorry Martin.

All that paled into insignificance with the events of Tuesday afternoon, 22 February, when Christchurch city changed forever in that few seconds. Residents and their visitors were jolted out of their feeling of satisfaction at having survived a major earthquake with no loss of life almost six months earlier. This has been a truly horrible time for all Canterbury residents. Our thoughts are with those who have lost family, friends, livelihoods, homes, schools, churches, and possessions during the past few months, and we hope that the changes forced upon us can also provide opportunities.

Because water, sewage, telephone coverage, and electricity were lost immediately, it took some time for the enormity of the earthquake to be realised by people in the less devastated parts of the city, and that was by listening on battery-powered radios to Radio New Zealand National. Some Club members had close encounters, and one who had decided to walk to work that day would have had his treasured Silver Cloud II immersed in 1.5 metres of water in his building's basement. Our resident geologist, having waited 16,000 years for such an event, missed the 4 September event by being in Auckland, and on 22 February was unconscious as he underwent a port and polish job on his sinus passages. Family and friends in our Club have been most supportive, and we are grateful to them. Here's to better times... Since these comments were started, the catastrophe, still worsening in Japan, has occurred. With our two countries sharing many geographical features, similarly situated on geologically active tectonic plates, we have certain affinities to the Japanese nation. Where we differ markedly is in our sparse population; while this means the vast damage to our Gross Domestic Product in having our second city destroyed, we do not have the population pressures which would have resulted in nuclear power being adopted on such shaky ground; one hopes that the "green" argument in favour of nuclear energy here has been lost.

## To the Editor

### "You buy a car but you fall in love with a Bentley."

I was thrilled to read the history of Dad's Bentley and the Timaru Boys. Of all his many vintage cars, the Bentleys were the ones I loved and I have wondered what became of them. A great deal of my early childhood was surrounded by vintage cars, rallies and the club members/friends.

Jim Sawers' aptly worded statement "You buy a car but you fall in love with a Bentley" had to be written by a smitten Bentley owner. I was only a young child in the years Dad had the Bentley, but it is etched in my memory as the most beautiful of cars. Dad had many vintage cars, all of which were lovely, but the Bentley was the car I loved; I too was smitten by the Bentley.

The article would have required a great measure of effort to put together, just the chronology of it would have been an exercise in itself. I wondered what had become of the Bentley after Jim Sullivan's estate had been sold. I had hoped nostalgically that it remained in NZ. I laughed when I saw the photo of Jerry Carver at the wheel; I remember some hilarious antics when he visited and I never would have thought in a thousand years of seeing his name crop up.

I share my father's great love of vintage cars so thanks for the

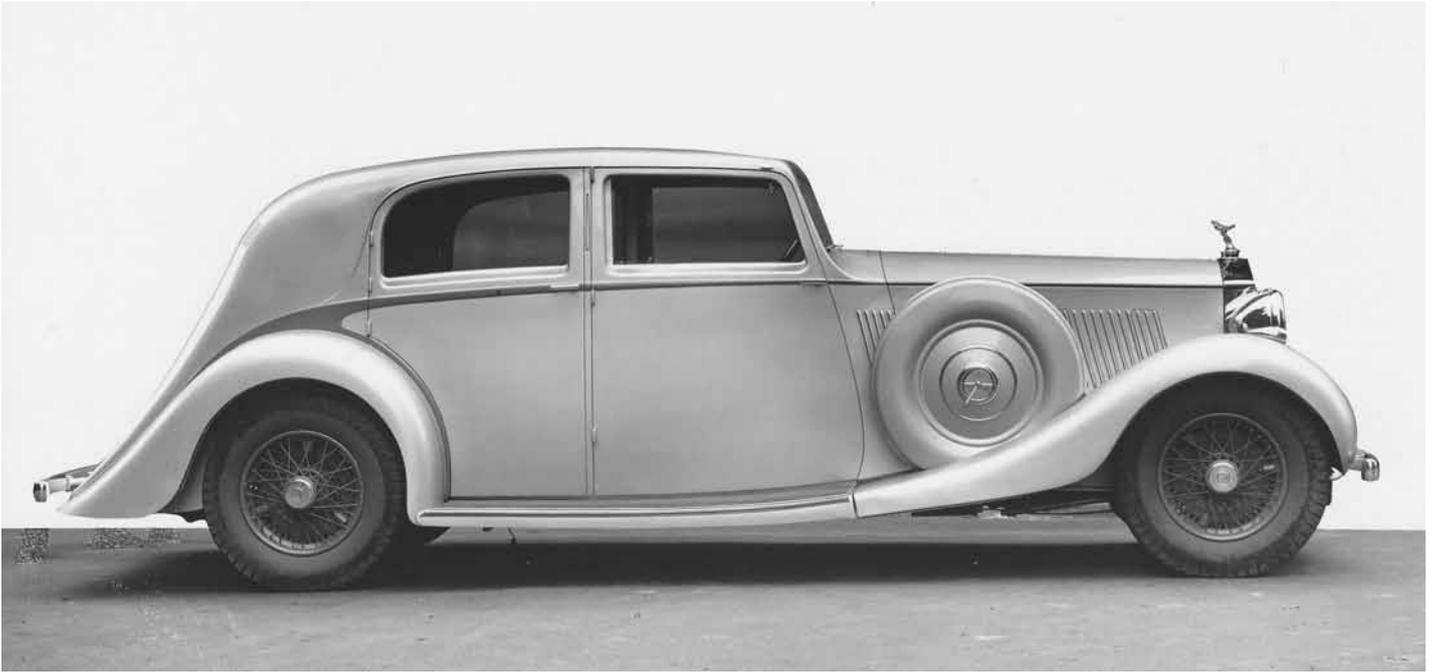


Don Oddie and his family aboard ST3008, departing Ferrymead Reserve, Christchurch, during a Vintage Car Club of New Zealand rally in the early 1960s.

write up. The article was a wonderful walk down memory lane with the recollection of events as well as the members of the car club at that time.

Kind Regards  
Lynne Denman (Oddie)

## *Weighty Matters, by Steve Stuckey or How to Make a Continental Phantom III The Story of Experimental Car 39EX*



3AZ38: The Barker swept-tail on chassis 3AZ38, a body that weighed much more than Robotham wanted

[This article first appeared in "Phantoms" the journal of the Phantom III Technical Society in March 2003. It is reproduced with the kind permission of the Society.]

A major issue for Rolls-Royce as it built firstly the Spectres (the early Experimental Phantom IIIs) and then the production series, was the weight of the car. This involved both the chassis (over which Rolls-Royce had control) and the coachwork (over which the Company had far less control). The weight of the car naturally affected its performance, and Rolls-Royce knew that the performance of their cars was under threat in comparison to, mainly, European and American makes.

Company records show that in mid-1934 the weights of chassis being produced were as follows:

Phantom II (long) Wheelbase 12'6" weight 3,833 lbs

Phantom II (short) Wheelbase 12'0" weight 3,782 lbs

20/25HP Wheelbase 11'0" weight 2,784 lbs

Compared to this, the first Spectre weighed 3,388 lbs.

(These figures are for the chassis only, complete with oil, water, tyres, bonnet and battery but without luggage grid, bumper bars or spare wheels.)

[At this point it is worth pointing out that in the 1930s weights in Great Britain were calculated in hundredweights (cwt) which equalled 112 pounds. Quarters of a hundredweight were also quoted; a quarter (qtr.) was 28 pounds. So a car weighing 46 cwts, 2 qtrs, 6 lbs actually weighed 5,214 pounds (46x112+28x2+6).]

But, the signs that all was not equal are shown by the fact that the chassis side members for the short Phantom II weighed 83 lbs, for the long chassis 88 lbs, and for the Phantom III a massive 112 lbs. Whilst the first V-12 engine weighed less than that of the Phantom II (its dry weight, with clutch casing and withdrawal assembly was 856 lbs) there were other components of the chassis that were weighing the car down and consequently affecting its performance. In addition, customers were demanding more and more additions and accessories to the coachwork; a radio alone, for example, weighed 28 lbs.

On 21 May 1936, A F Sidgreaves (Sg), the Managing Director wrote a memo about how to make the Phantom III a car more suitable for Continental touring, including with a 6.5:1 compression ratio (as opposed to 6:1 for the production Phantom III). To William Robotham (Rm), chief engineer of the Experimental Department, he wrote the following:

The Continental owner attaches far more importance to performance than the English customer; in fact they seem to be almost obsessed with this aspect of motoring..... We think it should be possible to produce a complete Continental Phantom III with wireless set etc. to weigh not more than 50 cwts [5,600 lbs] and that some sort of objective should be kept in view. (Hs/Rm./KW.21.5.36)

On 16 June 1936, E W Hives (HS), head of the Experimental Department wrote to R H Coverley (RHC), head of Production, that a decision had been made to produce an experimental Continental Phantom III with a changed camshaft, cylinder heads, valves and fittings, and induction system.

Two months later, on 14 August 1936 Rm wrote to RHC: We are appalled at the weight of the Phantom III. In spite of the shorter chassis, smaller engine, and greater use of light alloys the first six Phantom IIIs delivered to customers average out 1 cwt [112 lbs] heavier than the last six Phantom IIs..... We are having a shot at making our Continental Phantom III, which has been handed over to the Experimental Department as a job of work [as a] reasonably light car.

He went on to mention that discussions amongst the engineers had shown expected weight savings, beginning with:

- Side members and the front pan in .080 steel
- Deletion of the frame stiffener (saving 74 lbs)
- Changing front suspension parts (50 lbs)
- Magnesium castings (33 lbs)
- Changed engine speed dynamo and water pump (5 lbs)
- A lightened radiator.



3AZ36: This Hooper saloon body with division weighed a comparatively heavy 17cwts, 1 qtr, 21 lbs.  
This photograph was used in Rolls-Royce advertising in 1936.

On 29 August 1936 Rm wrote to Sg and Arthur Wormald, Works Manager, in the following terms:

We have gone further into the specification of this chassis. In order to make it sufficiently attractive we think it should have at least 10% better acceleration on any gear than the standard car, and a true top speed under the most favourable conditions of 100 MPH. We cannot get the improvement in acceleration with the 7% higher axle ratio, even with a concentrated effort on saving weight. It is therefore proposed to use an 8-33 ratio, which is 3% higher than standard only. This means that to achieve 100 MPH the engine will have to run up to 4,600 RPM, which will only be possible with RR tin-aluminium bearings. Fortunately these are developing favourably. With regard to weight and cost saving, the attached list undoubtedly contains a number of controversial items; our suggestion is that they are all tried out and only abandoned if it is found that they will not work. No-one would have agreed four years ago that the Peregrine rear axle was suitable for a 4¼ litre power unit, and yet it is doing the job satisfactorily to-day. The question of cost appears to be so serious that we think the development of this chassis ought inevitably to incorporate any savings that can be made without complete re-design, even if this delays the final car somewhat. In view of Vanvooren's achievement on the Paris Trials car, it is difficult to believe that a 10% reduction cannot be made in the weight of a body of 35EX type, without cutting out any desirable features. (Hs/Rm.1/KW.29.8.36)

There is then appended an interesting list of chassis components where the experimental engineers gave their views about weight savings. The list was later amended with weight savings actually achieved. It is as follows:

Section	Saving	Achieved
Frame. Wraith thickness. Additional	60lbs	65
Aluminium in front suspension	40lbs	24
Magnesium gearbox, clutch pit, bottom half, etc	30lbs	25
Substitute Ph.II Continental rear road springs	40lbs	48
Engine unit – at least	45lbs	65
Electrical. Use 20/25 dynamo and battery	20lbs	20
Flexible Flywheel	20lbs	0
Exhaust system	50lbs	50
Brake layout, light alloy rear drums	40lbs	64
Petrol tank	5lbs	8
Steering gear and levers	10lbs	19
Radiator and bonnet	20lbs	40



3AZ30: The James Young sedanca de ville body on 3AZ30, the lightest body made on the first 16 Phantom III chassis.

Lockheed jacks instead of Sessions	20lbs	20
Lightened bumper bars	15lbs	11
Body brackets	Nil	14
	415lbs or	
Hall's Metal big end and main bearings		
8-33 axle ratio		
Additional potential		17
Elimination of air cooler		4
It has been demonstrated in France that owing to the stiff frame		

On 8 October 1936 Rm wrote to Sg to tell him that the decision had been made to proceed with the Continental Phantom III, and that his understanding was that Barkers were to be given the order for the body. He urged that Ivan Evernden (Ev), head of coachwork design, begin to discuss the body with the coachbuilders as soon as possible. On 20 October Rm sent drawings for the engine and various chassis parts to RHC; the engine was to be Spectre No.15.

The body weight of the Phantom III was causing as much concern to the engineers as the mechanicals. The weight of the coachwork on the last eight Experimental Phantom III chassis had ranged from 1,437 pounds to 1,776 pounds, whilst the chassis weight varied between 4,033 to 4,146 pounds (the long wheelbase 38EX chassis weight was at 4,261 pounds). Barkers on 3 November 1936 told Rolls-Royce that they expected to save between 2 and 3 cwt (224 to 336 pounds) on a lightweight body for the Continental chassis.

Rm, always prepared to speak his mind, sent this memo to Hs and Sg on 4 November, as soon as he was told of the decision to use Barker:

We should like to raise a point in connection with the Continental P.III in order that the matter may be discussed at the meeting next week.

We fully appreciate that since Barkers are being given the order for the close-coupled P.III bodies, it is desirable they should produce a lightened body for test. We do question, however, whether, apart from the reasons of policy, they are the most suitable people to do the job.

If we look at the list of coachwork which has so far been fitted to P.III cars, we see that Barkers have produced one body of the type, we believe, in which we are interested, and this is fitted to 3-AZ-38, which weighs 13cwts. 2qrs. 22lbs [1,534 lbs]. [James] Young has produced a similar body fitted to 3-AZ-30, which weighs 1½ cwts. [168 lbs] less.

Therefore, if Barkers knock 2 cwts off their figure they will be very little lighter than a body which can be bought from Youngs in the ordinary way.

Guy Knowles, whom we consider is a very discerning owner, has been highly satisfied with the last three bodies he has obtained from Young, and these have all been considerably lighter than Barker bodies of a similar type.

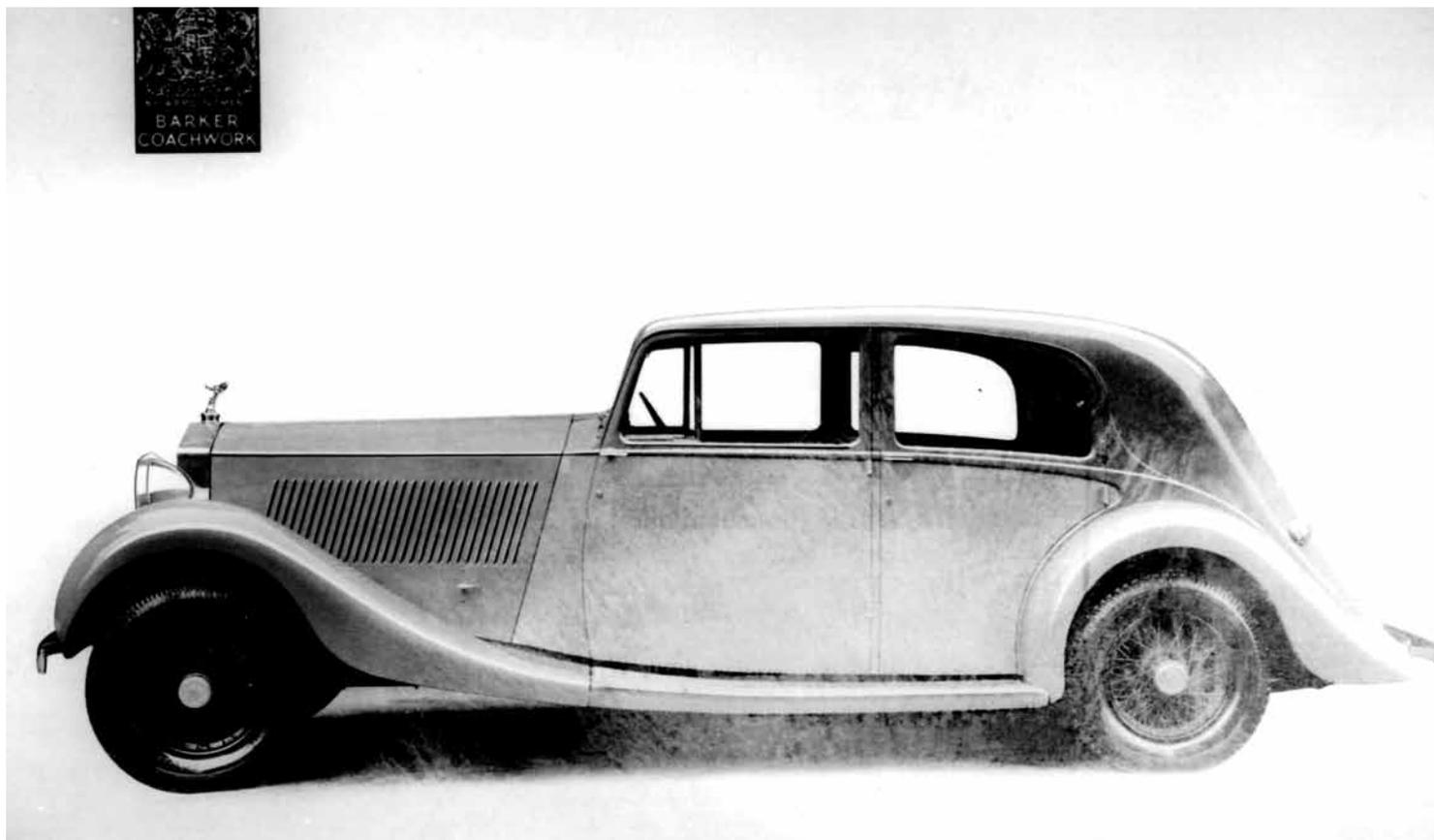
Briefly, therefore, we believe we are correct in stating that Barkers' experience of building really light bodies is negligible, and it seems problematical to us that they should be successful in this present attempt.

Our suggestion, therefore, is that there could, with advantage, be some competition on this lightened saloon, and that Youngs could be asked to construct a body.

The lighter of the two could be fitted to the experimental chassis; the other used on a Demonstrator. (Rm7/R.4.11.36)

Rm did not win this bureaucratic battle; on 8 January 1937 chassis 39EX, minus its engine and gearbox, was sent by truck to Barkers. Later that month Rm wrote to Sg that the total weight saving on the completed chassis, engine and gearbox was 500 lbs, and almost £60

in cost. On 12 March, Frank Dodd (who worked for Rm) visited Barkers and reported that the completed coachwork for 39EX weighed in at 12 cwts. 1 qr and 10 lbs (1382 lbs); interestingly this was about 16 lbs lighter than the James Young 3AZ30. The body, with Barker body number 7241, was completely in steel also, which was unusual plus it had a division. If the intent was to save as much weight as possible, perhaps more could have been achieved by removal of the division!



*39EX: The one and only Continental Phantom III, experimental chassis 39EX. This body was later put on 3DL152. Not the best quality photo, but the best available.*

On 18 March 1937 Experimental Continental Phantom III 39EX was ready for the road, finished in dark grey over light grey and on 2 April it was registered RC 4922. The total weight of the car was about 47 cwts (5,264 lbs), 4 cwts lighter than 32EX. In May 1937, after the car had been used for testing in England, Rm wrote to the Experimental Department that he thought that 39EX may need a new engine before being dispatched to France for its 15,000 mile test. This was not done, however, indicating that the fate of the car was beginning to be sealed.

The Experimental Department took the car to Brooklands on 25 June 1937 for acceleration and speed tests. Despite its lighter weight it had only a marginally higher speed than 32EX. 39EX was timed at 92.78 mph over the quarter mile in direct drive as against 85.7 mph for 32EX. In overdrive it was 91.81 mph against 90 exactly for 32EX (an Oldsmobile 28.3HP did 83.33 mph and a Vauxhall 28.3HP 75 mph). 39EX's acceleration was much better, however, achieving the following in comparison to the older car:

	32EX	39EX
10-30mph	8.5 sec.	6.5 sec.
10-40mph	11.3 sec.	9.5 sec.
10-50mph	15.3 sec.	13.6 sec.
10-60mph	20.6 sec.	16.6 sec.
10-70mph	27.5 sec.	22.4 sec.

On 16 August a new, experimental overdrive gearbox was fitted to 39EX in preparation for testing in England and abroad. This was to be the major test before these gearboxes were placed into production chassis.

Sales of the Phantom III were beginning to drop by late 1937, caused not least by the deteriorating international situation. By this time the Company was losing substantial amounts of money on every chassis produced, and there were unsold stocks of cars held by Rolls-Royce, the coachbuilders and dealers. Correspondence indicates that Hs in particular was reluctant to spend more money on developing a new type of Phantom III chassis, and 39EX was sent back to the Experimental Department. Rm wrote on 20 October 1937 to all testers in his Department:

The present sales of P.III cars have settled down to about two per week. By the end of this year we shall have spent £25,000 on P.III Experimental work. This works out at the somewhat absurd figure of £250 per car sold to development expenses alone. It is, therefore, clear that we have got to cut down considerably the money spent on P.III.

Some interest was shown in a high-performance car by Charles R Fairey of Fairey Aviation, and 39EX was considered. On 12 May 1938 Rm wrote as follows to Major Len Cox (Cx) of the Sales Department:

Attached is the specification of the non-standard parts that represent the Continental P.III at present dismantled in the Experimental Shop. The car has already been on the road fitted with these parts. We should not expect any of them to cause serious trouble, though, of course, none has completed a standardisation test.

If the frame is to be used, then the steering goes with it, a standard steering will not fit this frame. The same remark applies to the brakes and the axle.

The car has only run 4,627 miles.

Its weight is about 48 cwts complete against 54 cwts of a standard P.III with a similar type of body.

It has the latest bits and pieces including the overdrive gearbox.

The engine gives about 20 more HP than standard.

The car should have 15% better acceleration than the standard P.III and be slightly faster.

We recommend that the Repair Dept. should re-build.

We think that if Mr Fairey buys this car, it should be impressed upon him that we have given him a piece of experimental apparatus, and that he should be prepared to accept the car as such. If pieces have not completed their normal standardisation test, it is impossible to guarantee that they will be satisfactory. Nevertheless, Mr Fairey already has experienced the judgement of the Experiment Dept. in fitting non-standard pieces to his last car. (Rm8/R.12.5.38)

The sale to Fairey did not proceed, however – the Board was not prepared to let a car go into private hands when it had the yet to be announced overdrive gearbox. To do so would “jeopardise any hope we have of selling cars now held in stock”. So, on 20 December 1938 the dismantled chassis was handed over to the Repair Department to be ‘reduced to produce’.

The body over which there had been so much argument, and which was amongst the lightest fitted to a Phantom III chassis, was removed from the chassis on 21 January 1939, and later mounted on 3DL152. This car became the Rolls-Royce ‘Propaganda car’, used as a demonstrator in the UK and the USA and then, between 1941 and 1956 as the British Ambassadorial transport in Brazil, Egypt and Burma.

My thanks for the contribution to this article by the excellent eye of Tom Clarke!

## Spiritual Experiences by Henry Green

Members of the Southern Region will know that some eleven years ago we acquired a 1985 Rolls-Royce Spirit I. A few months ago a Spirit III with 34,000 kilometres recorded (and verified) became available, and I was tempted, and eventually purchased it. This one is a 1996 model.

We had spent a lot of time, efforts, and finance in bringing the earlier car up to perfection, so I am not sure now of my sanity!

Members may be interested in our thoughts of comparison between the two vehicles.

Externally, the III has a lower radiator grille, and a more sloping bonnet.

It has lower profile, wider tyres, and different lockable wheel discs.

There is more stainless steel trim around the bumpers, and twin exhaust pipes are now on the off-side, not on each side.

Internally, the console and dashboard have changed, and the radio includes a compact disc player.

Seat belt buckles at the rear now have “keepers” to keep them tidy.

There are more switches and buttons than in the earlier model, which have necessitated much study of the hand book. I doubt the necessity of some of the auxiliary functions.

There are air bags and A.B.S. as extra protection.

Performance-wise I can detect little difference between the two cars, but now we have four gear ratios rather than three.

The Spirit I was quite free of rattles and squeaks, but the III has a rattle behind the dashboard which, no doubt, will be remedied at the next servicing.

One disappointment is that the remote control locking device, and the “valet” key, have been lost during previous ownership.

It is always interesting to see how a Rolls-Royce model develops during its production lifetime. The Spirit, and its Bentley equivalent, left the factory between 1980 and 1998. Somewhere I have read that a late version of a model is a better buy than an early example of the model which succeeds it; any problem has long since been eliminated.

Interestingly, I have just come across an article on the Spirit in the Rolls-Royce Enthusiasts’ Club Bulletin 304, for January and February 2011, which of course refers to British conditions and roads. The author of that article, Malcolm Tucker, appears as pleased with his car as I am with mine.



*Dr Henry Green's newly acquired Silver Spirit at Cattle Creek Station; together with Peter and Gwen McPerson's 1982 version; and Oliver and Vicki Newbegin's 1993 Bentley Continental "R" during the Southern Region's Touring Weekend last October.*

## Russell Matthews' Mark VI Bentley B14JO by Glynn Williams



*Russell and Mary Matthews with B14JO outside their home "Tupare."*

First and foremost a big thanks to my old school mate, Richard Matthews for providing photos and allowing me to plagiarise shamelessly from his book "To Whom It May Concern."

Lucky were we baby boomers to live in Mangorei Road, New Plymouth; Mt Egmont dominated the sky line, the road had the Te Henui River on one side and the Waiwhakaiho River on the other. Both rivers had good swimming holes. The old disused water reservoir gave us a perfect Brooklands-like banked track to race our bikes on. We also had Tupare. Tupare was 8 acres of gardens owned by the Matthews family, with a Chapman Taylor Tudor style house, on the banks of the Waiwhakaiho River. Mary Matthews (later Lady Matthews) loved having the local children playing around the garden after school and in summer would take us swimming in the river. A lot of us learned to drive on the paddock down by the river in Mary's 1939 Vauxhall 14. Russell's rules decreed that every motorist should toot on the top corner of the drive and the handbrake should not be yanked on - one had to depress the button so as not to wear out the ratchet. The large garden required lots of work and we kids could earn good pocket money by helping out with such jobs as cleaning the ponds and pruning the London Plane trees when required.

Russell Matthews had numerous business interests. He worked for the New Plymouth Borough Council. During that time the first bitumen road in New Zealand was laid in Currie Street. He saw that it was not laid

correctly, so saw the opportunity to go into the road making business. He became the largest road contractor of his time, sealing roads from Whangarei to Bluff, bridge building included. He later founded, with his son, John Matthews, Fitzroy Engineering which, at its zenith, had over 1100 employees. In addition he had a host of other interests ranging from a chemical company, Ivon Watkins; a bulk bitumen plant; a finance company; Taranaki Holdings; seven farms in the Waikato; Renault and International Harvester agencies; and shingle quarries in Tauranga, Bulls, Paraparaumu, New Plymouth and Opunake. There were even a couple of drapery shops in Los Angeles.

Russell and Mary Matthews travelled frequently. They had gone around the world on their honeymoon in 1932. At that time they shipped their Star car to England and toured there. They then had it shipped to America and drove from the east to the west coast. Not many people from New Zealand did that in 1932. He later had a 1939 Buick 8 and did large mileages around New Zealand overseeing his business interests.

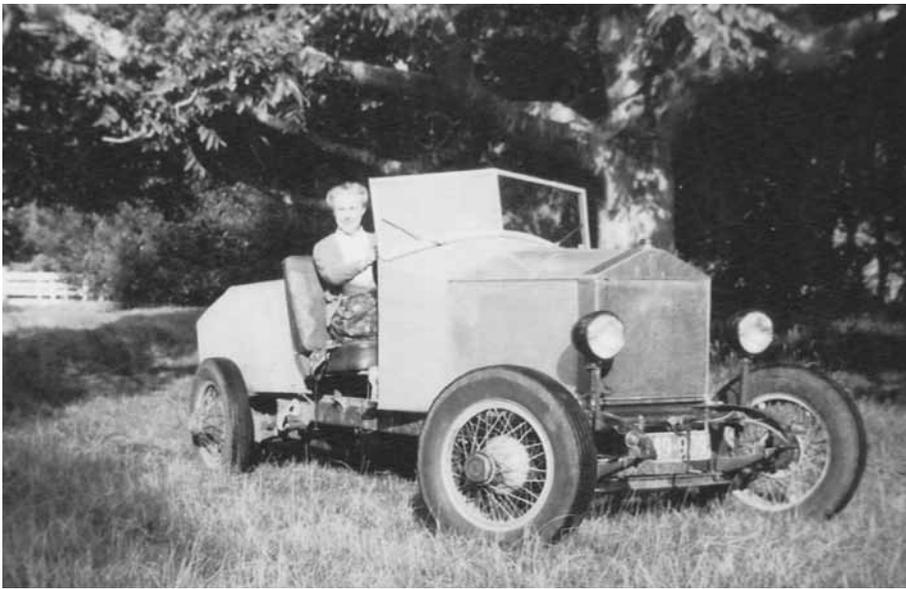
Ownership of Bentley B14JO Standard Steel Saloon started in December 1952. Walter Norwood of C. B. Norwood Ltd had ordered the car new, and it was first registered in December 1950. The chassis card shows it was export specification with Colonial front springing, the heavier export bumpers, twin fog lamps and oil

bath air filter. Also, interestingly, paint details show it as dual grey but it has always been all the one colour, Tudor grey. It was shipped from London to Wellington on 29/10/50 per RMS "Rangitane".

Russell was immensely proud of his new car and for some time he was the only one allowed to use it, and certainly not when it rained. During the Coronation Celebrations in 1953 Mary took daughter, Elizabeth, to town. "I'll park the Bentley outside the Opera House and when I have finished my shopping I'll meet



*Russell and Mary Matthews during their 1932 visit to Britain with their Star car. This picnic site is now on the M1.*



*Mary Matthews and John Matthews' 1923 Rolls-Royce 20 h.p. 71A7*

you there.” Russell was in England at the time and for some reason Mary had broken the rule of not using his prized vehicle. Elizabeth duly walked up to the Opera House and saw the grey Bentley parked outside. Mary being very patriotic had put a British flag on the radiator cap, and an embarrassed Elizabeth attempted to take it off. However, it proved to be a little more professionally attached than she had expected. She then noticed as she slid into the passenger seat, a pair of men’s gloves on the driver’s seat. The next moment, a chauffeur, along with a policeman, politely inquired as to what she was doing in the Governor General’s car. “Oh we have one just the same,” said Elizabeth cheerily. “I’m sure you have,” said the chauffeur, “Now would you mind getting out?” Sure enough, Russell’s Bentley was parked further up the incline. Elizabeth made Mary drive past and they waved and tooted at the two of them. Somehow the local paper, the “Daily News”, got hold of the look-alike Bentley story which was printed under the heading “It looked like ours.” Russell, still in London, often went to the High Commission to read the New Zealand papers, checking on the weather for his sealing business. He saw the article and although no names were mentioned it was clear that it was his Bentley, driven illegally into town on a wet day!

One of Mary Matthews’ brothers was Jack Brodie. (better known as the author John Guthrie). In 1954 his book “The Seekers” was made into a feature film starring Jack Hawkins, Kenneth Williams, Glynis Johns and Inia Te Wiata. It was the first coloured feature film made in New Zealand. Mostly filmed around Whakatane, it contained a perspective of the civilised English settlers verses the South Pacific savage. The Maori princess was played by a Dutch Indonesian girl and the film was rather unconvincing. The professionalism of the Maori actors did provide a somewhat unexpected quality. The world premier was held at the Civic Theatre in Auckland. As close relatives, the Matthews family was invited. Russell duly pulled up in the Bentley at the red carpet laid out in front of the theatre to let everyone out. It was a proud evening for the family.

I can always remember my first ride in the Bentley. At the time, Russell’s Company was sealing the new tennis courts at New Plymouth Boys High School and we went to inspect progress. We were a “Morris family” with an “MO” Series Oxford ute and

an 803 Morris Minor. The Bentley was a total revelation to me - so smooth, quiet, and fast - I just couldn’t believe it.

At some stage Richard had displeased his father and desperately needed to get some “Brownie Points.” I suggested we clean the Bentley. At that stage the prized car bit had worn off and it was in every day use. Russell was one of the great driving forces behind Pukeiti Rhododendron Trust and was up at Pukeiti a lot. The road in those days was gravel so the poor old Bentley was very grubby. It cleaned up well and with a bit of nugget on the tyres looked very smart again. Russell was very pleased, so much so that I ended up with the task of keeping the Bentley looking smart for many years. In fact Russell used to let me use the car on the weekends I cleaned it which was pretty trusting of a 16 year old. His own sons were rarely allowed at the wheel.



*Nola Green, the late Clive Brownhill, the late Helen Green, and Glyn Williams with B14JO, Christmas 1971*

Sally was the most intelligent fox terrier ever, and was Russell’s constant companion. She could do all manner of tricks and used to stand on the back seat of the Bentley with her head outside the driver’s window. She was trained to growl and bare her teeth whenever a traffic cop appeared. That is the reason the windows were scratched on the inside - dog’s claws pawing at the window. This also damaged the woodwork on the driver’s door which was away some years being fixed. At the top of Painters Ave the Bentley would pause, Sally would get out and we would pace her the full length of Lismore Street. She could run at 29mph which I thought was pretty quick for a foxy.

One hot summer afternoon Richard announced that the Bentley could do wheelies. As Russell was overseas and Mother was out, he backed out of the garage. Sand was sprinkled on the tar as in the heat the seal was bleeding. Yes, the Bentley did two impressive wheel-spins. “I’ll do one more” said Richard. With that he reversed down the drive, jammed on the brakes, the servo locked the brakes and the Bentley skidded sideways into the wall, resulting in a very crumpled left rear guard. The car was fixed before Russell returned home and he would never have known but for the fact he ran into the panel beater who said, “Mrs Matthews sure made a mess of the Bentley.” Russell later confided in Richard, “I’m worried about your mother....She’s hitting things in the Bentley.”

In 1961 the Bentley had done 100,000 miles and needed some work. As the trip that year was England, they took the Bentley with them. They used to get the Rolls Royce Bulletins and Richard and I drooled over these publications and hoped that they would come home with a new Bentley, preferably a Flying Spur; but no, Russell was saying that the Mark Six was easier to get in and out of with his arthritis. Whilst in London it had works replacement engine, gearbox and diff. They did get a quote for getting the interior leather redone, but Russell thought £400 far too expensive. I don't know what happened between Russell and Bentleys in London, but Russell was not pleased with them, and the car never went back to them for its final check-over before being shipped back to New Zealand.

Whilst driving around lost in pea soup smog in London they



*The view from B14JO as Stonehenge is approached. Readers with recent experience of this road, the A303, may notice some change since 1961, when this photograph was taken.*

stopped for directions. "Can you direct me to Sloane Square, please?" "Good God, that's not Russell Matthews, is it?" came the reply. It happened to be Evelyn Fox Little from Smart Road, New Plymouth. She had recognised his voice.

When the car returned to New Zealand at the end of 1961 I was disappointed to see that we no longer had fog lamps and that the central roof aerial had been replaced with an aerial on the side of the scuttle. The new wireless, however, was much better and it had a balance knob to regulate the speakers front to rear. This was very cutting edge at the time, and we boys were most impressed. Russell was not a fan of unnecessary accessories and that is thought to be why the fog lamps were removed.

Mr James, the car painter, repainted the Bentley in the original Tudor grey. Later, the seats were redone in vinyl. Remember - at this time vinyl was the new wonder material and was thought to be better and last much longer than leather! The original leather was pale blue grey with navy piping. They could not match the grey vinyl with the existing door trim, so the seats were redone in navy with grey piping.

At one stage when Russell was going overseas he would remove the battery from the Bentley and lock it in the office in the belief that no one could use it while he was away. This was not a success as the secret location of the key was not as secret as he thought. As Russell aged his driving became slow, but eventful - usually 1st Gear and then straight into top. A panel beater's dream! Burkitt & Kearns were one of the best panel beaters in New Plymouth and always made a lovely job of any repairs. One day he was parked in

Devon Street. As he pulled out from his parking space he hooked one of the rear over riders under the bumper of a Bradford. He had travelled some distance before he realized there was another vehicle in tow.

Don Saxton was a great friend of the Matthews family. He was the editor of the local paper, "The Daily News". A wee noggin at Don's house on very steep Victoria Road before heading home for dinner was a frequent event. One night Russell shot off the road backwards into the bushes, breaking the rear number-plate glass and scratching the paintwork from rear bumper to windscreen. It took lots of rubbing compound to put that right. On another night of noggin with Don, Russell bumped a neighbour's car whilst leaving. Nice chat with the neighbour - "My fault, sorry." The following morning the police turned up at Tupare. "Bit of an accident last night?" they said. "Yes," said Russell, telling them he had spoken to the neighbour and it was all sorted. "Not that one, what about the one you sideswiped in Gilbert Street?"

Around 1967 the Bentley was not running well and was overheating. At that stage Fitzroy Engineering employed a Dutchman, Jaque De Waard. He undertook repairs and found that the tappets were miles out and there were some burnt valves. These were fixed, and a new radiator core was installed. This restored the smooth running. In fact, I think this is the best Mark 6 I have experienced for maintaining the perfect idle and instant starting, even if it had not been used for months.

One day when I went to clean the Bentley and Russell apologised for getting it so dirty - INSIDE. He had popped into Duncan and Davies Garden Centre where it was the last day of their sale. He must have had it jammed to the roof with plants and carried some on the boot lid as the dirt was 3 inches thick inside the car and the spare wheel well below the boot floor was full.

Russell and Mary used to tour around the country from time to time. In 1972 they went around the East Cape, and on the rough roads lost the left rear wheel trim. The hubcap was found but the chrome outside rim was lost. I lived in London at the time and priced a new rim from Jack Barclays, but the cost was prohibitive. A second hand one was sourced from Adams and Oliver.

One amusing incident occurred whilst heading north from New Plymouth. Somewhere along the coast the Bentley failed to proceed. (SU petrol pumps). Russell stayed with the car and Mary was dispatched to hitch-hike to Mokau to summon a mechanic. Whilst she was gone Russell had a bit of a fiddle and got running again. Of course he went on north, not noticing a tow truck with Mary and mechanic heading south.

Tupare was a magnet for visitors. Rarely a day passed without someone calling in. There was a never ending procession of gardening societies and clubs, friends and acquaintances. Being on the outskirts of town there was often the need to pop into town to collect someone or something. Carless days were a nuisance to most of us. We all tried to do our bit to conserve petrol, but something would always crop up on the day you weren't allowed to use your car; no more so than at Tupare. On the odd carless day Mary's economical Renault rested in the garage while the Bentley did the day's emergency trip.

Later, Russell's eyesight deteriorated, and he was forever scraping the left front guard on something. This happened several times. Trevor Kearns (panel beater) delivered the car back to Tupare advising that they may not be able to fix that guard again

as the metal was now wafer thin. That night as the Bentley was put back in the garage he scraped the guard again and it was back at the panel beaters the following morning. There were numerous other little incidents like not putting the handbrake on at the top of the driveway. Fortunately the driver's door was open and that caught on the low dirt bank, stopping the Bentley from going over the bank into the cottage. There was also an incident in Brougham Street where he sideswiped a very surprised lady in a Holden. I was first on the scene that day as it was outside the office where I worked. One day Richard and I got the Vauxhall stuck in the mud down on the river flat. We got the Farmall Cub tractor stuck trying to tow the Vauxhall, so it was Bentley to the rescue.

Russell was recognised as a philanthropist, horticulturalist and businessman, and was awarded an OBE in 1971, and made a Knight Bachelor in 1982. The Bentley was used to transport the family from Tupare to Government House in Wellington for the investiture (which tested the 'small boot' Mark 6 to capacity).

When the accidents in the Bentley got to beyond a joke it was thought a smaller more modern car would improve matters. It didn't. The poor little Ford Escort automatic was soon imbedded into the end of the garage, and the shovels, rakes and gardening tools fell like pickup sticks on the bonnet. After a session with Roy Burkitt he got to the front gate, opened the gates, and got into the back seat of the Escort. Richard arrived to see this and said, "What the hell are you doing?" "I can't find the steering wheel," said a well soaked father.

Russell's swan song with the Escort was getting his licence renewed in old age. He had gone into the traffic office and somehow had lost the keys between the kerb and the office. He was very nervous and rescheduled the test. Mary, in her usual well meaning way, had put a tranquiliser in his coffee to calm him down before he drove off to town. This worked so well that he managed to drive calmly off with the officer beside him, through a red light and into another car in the middle of the intersection, bonnets, bumpers and glass everywhere. After this incident he

stuck to driving the tractor around Tupare.

The last outing I had with Russell was shortly before he went into a nursing home. He had Parkinson's and dementia which were taking their toll. He spent his days pottering around the garden. I had gone up to Tupare to spruce up the Bentley. At that stage it was getting very little use. At the time, the Synfuel plant at Motunui was being built and he had a bee in his bonnet about going out to inspect the site. We turned up at the Motunui Gates and were turned away by security. What they thought of an elderly man dressed in gardening gear, and me in my grubby car cleaning clothes in an old Bentley asking for admittance to the high security plant, God only knows. After that we went to the Airport and had coffee and sandwiches and watched the planes. Despite being rejected by Motunui we had both had a lovely outing. When we got back to Tupare, I realised I had not mentioned we were going out but Mary had assumed Russell would be OK with me. Oops!

The Bentley sat in the garage virtually unused for a couple of years, and was eventually sold to the Andersons who were farmers in the Huntly area and later Hicks Bay. They were attracted to it because Mrs Anderson, who was tall, had multiple sclerosis and needed a car which she could get in and out of easily. The current owner is George Nimmo of Christchurch. Under his ownership it has been cherished and the interior re-trimmed in leather exactly as original. It was so nice to see it again on our recent McKenzie Pass Run.

Tupare is now run by the Taranaki Regional Council and is a public park. The Council has done wonderful restorative work to the gardens, and Richard Matthews has overseen the redecoration of the interior of the house. A lot of the original hedges and plantings were long overdue for replacement, and this has now been done. The emphasis is on putting it back to what it was like in its heyday - the 1950s and 1960s; a "must visit" for those travelling to New Plymouth.



*Glynn Williams photographed Tupare during a recent visit to New Plymouth.*



## Central Region Report : the Art Deco Weekend and 100th Anniversary of "1671" by Clive Edmonds; Photos by Rob Carthew



This Art Deco Rally was convened by Rob Carthew and Michelle Simpson to celebrate 100 years of Rolls-Royce in Hawkes Bay – 40/50 HP (Silver Ghost) chassis # 1671 was purchased by A.S.G. Carlyon of Gwavas Station in 1911.

Some 45 people registered for the Rally, and there were 7 Rolls-Royces and 6 Bentleys present. Participants and guests came from all regions of the Club – including Auckland, Taupo, Gisborne, Napier, Wellington, Lower Hutt, Masterton and Culverden.

Guests included Mrs June Gordon Crosby and family, daughter-

briefing from Rob we were on our way, travelling in convoy to Beacham Jaguar. Traversing the Gimblett Gravels wine country, all the while looking for clues to the rally questions, we duly arrived at the freshly mown designated parking area outside.

Club member Dr Greg Beacham welcomed us warmly, and explained in great detail how he and his fifteen employees had developed a business restoring and modifying classic cars so that they could be driven on a daily basis on the autobahns of Europe in comfort and safety.



(Left) The Art Deco Trophy, won by Dick and Naomi Neill  
(Right) Stan Matthews' Bentley S2 B225AA



in-law of the late and world renowned Freddie Gordon Crosby of 1930s racing Bentley art fame. Incidentally, as well as designing the original Bentley radiator badge, Freddie Gordon Crosby designed the upright Jaguar logo as well as its replacement – the leaping jaguar. Also present were direct descendants of Ernie Waite, the chauffeur in 1911 of 1671 – the Rolls-Royce Silver Ghost whose centenary the rally was celebrating.

Today's owners of 1671, Mike and Cynthia Sierra of Florida sent their apologies along with the following message:

*"Cynthia and I are so flattered that you have made such a fuss over our 1911 Rolls-Royce Silver Ghost Chassis #1671. It is delightful that the car is remembered 100 years after first being delivered to New Zealand. Chassis #1671 continues to provide excellent service. It will be on the Transcontinental Tour this summer, which goes into the Canadian Rockies. The car has completed approximately 40,000 miles whilst in our ownership. Cynthia and I have enjoyed touring it, my son Tim and daughter-in-law Pia and their children Alex and Vicky have enjoyed touring in the car since their births. Please express to all the good people in your club and their guests our best wishes. We seriously considered bringing the car to New Zealand for your very historic Art Deco Rally; however the logistics simply did not work. Our business interests require us to be here the last weekend in February. There is a Ghost tour in your general area which hopefully will be visiting with you. Wishing every one of you a healthy and joyous celebration, we are most grateful for your consideration,  
Best regards -Michael and Cynthia Sierra"*

We met on Sunday morning as arranged at in the car park of Pettigrew-Green Arena in Taradale, and after receiving our

Whilst his speciality was Jaguars, there were several pre WWII Rolls-Royce and Bentleys, including an outstanding Phantom III fitted with fuel injection, disc brakes, automatic transmission and other modern features. They all had to have all modern comforts and be capable of sustained high speeds, be totally reliable in all weathers, and able to be easily serviced by most technicians without specialist training.

He stressed that the level of workmanship and quality was equal to, and in many cases superior to, the original craftsmanship. The use of modern materials and techniques coupled with today's state of the art technology combined to produce a restored vehicle that was indistinguishable from new. Everything that was added to a vehicle had to look as if it was original and from that era.

The workshops were spotlessly clean, and there appeared to be a great sense of orderly precision to the whole process. Greg spoke at great length, answering the many questions and sharing his wealth of knowledge with us all.

Time passed very quickly, and we suddenly realised that we had a timetable to adhere to, so we departed with great reluctance. It was a wonderful window on a world of motor car restoration that few are privileged to view, and we were most grateful for this opportunity.



We continued on our rally, all the while on the lookout for clues, in the direction of Gwavas Station. When we arrived we were greeted by our hosts, Phyllida and Stu Gibson, and Michael and Carola Hudson. Stu invited us to lunch on the lawns with the promise of a house tour afterwards. He also explained the history of the homestead from 1858 up to the present day.

We made ourselves at home in the beautiful surroundings, and enjoyed delicious food prepared by our hosts. Time stood still in this tranquil setting, and we chatted in small groups dotted around the lawn. After lunch Stu took us on a tour of the house, sharing with us his knowledge of the homestead's history and its connection to Cornwall. The family crest, set into a stained glass window, was halfway up the staircase leading to the upper floors. The foyer of the house was panelled in wonderfully preserved native timbers, reflecting the craftsmanship of that era, and we were shown the area where the TV series, "The Governor", was filmed, depicting the life and times of Governor George Grey. Again, we were reminded of our timetable, and had to bid our farewells, thanking our hosts for their hospitality.

We set off for the next stop, wine tasting at Junction Vineyard in Takapau. John Ashworth was waiting for us and welcomed us with a glass of champagne. The 1927 Ruggles Truck, one of only two surviving in the world, was parked on the lawn in honour of our visit. It was a most peaceful setting underneath the pergola, and, seated at the carved wooden table, we relaxed

and listened to John's presentation. He explained how he grew vines in the windswept, stony gravels of the Takapau plains, and his son, Leith, handcrafted the award winning wines. He also offered us numerous samples to taste. John also explained how he came to be the proud owner of the Ruggles, adding that he thought that his wife would have preferred a beach house instead. The Art Deco costume winners were announced, and a bottle of wine, generously donated by John, was presented to Naomi and Dick Neill of Gisborne, who were deemed to be the most authentic representatives of the Art Deco era. The cellar door was open and members were able to purchase wines of their choice as they departed. Again, we thanked John for his hospitality.

Next stop was the Oruawharo Homestead in Takapau, where hosts Peter and Dianne Harris welcomed us with afternoon High Tea. This magnificent mansion was saved from the wrecker's ball by Peter in 2000, and has been undergoing restoration and refurbishment ever since. The wonderful aromas of scented teas permeated the entire downstairs area of the house as we entered, and we were able to choose the tea of our choice to have with our scones, cakes and sandwiches at beautifully set tables in the dining room.

Peter talked of the history of the homestead, from its completion (89 rooms) in 1879, becoming a centre for Victorian and Edwardian 'gentry' social life, through two World Wars, to more difficult times in the 1960s.



*Tony Johnson's superb 1937 Phantom III H.J. Mulliner Saloon, 3BT23, at Greg Beacham's premises.*



(From left) George Urquhart wrestling with his chauffeur's uniform; Richard Hadfield; Wendy Bryce; and Clive Edmonds at Gwavas.

Apart from four years when it was gifted to the Catholic Church, Oruawharo remained in family hands and, in a sadly neglected state, it was purchased by the Harrises in 2000. Peter explained that his philosophy was to open his home to visitors so that they could feel and experience the era and times that the homestead represented – he strived to avoid the atmosphere of a museum, rather wanting to have visitors touch and examine every detail that they so chose. Peter concluded by thanking us for coming and extended an invitation, once the tea was over, for us to wander through the house at will, to view not only the building but also the very fine collection of early New Zealand furniture.

Following Peter's talk, Rob announced the winner of the Rally Concours – Tony Johnson, a guest for the day from Napier, in

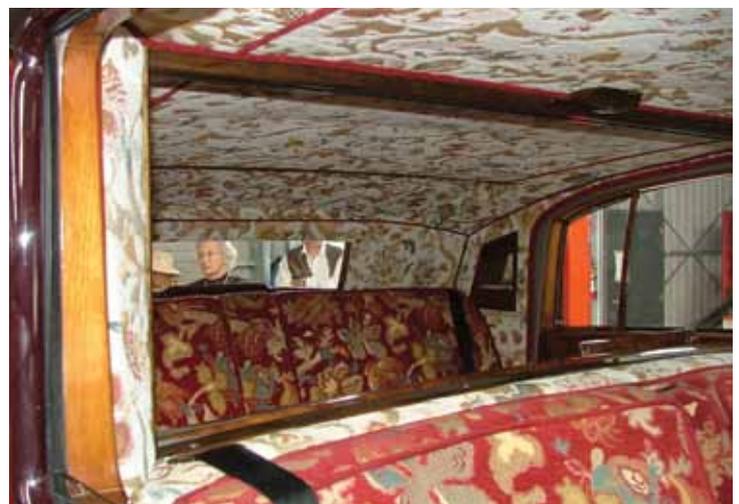
his magnificent 1937 Phantom III H.J. Mulliner saloon 3BT23. National Club Chairman, Michael Midgley, presented Tony with the trophy, and thanked Rob and Michelle for making the Rally possible.

The winners of the Art Deco Couture, Naomi and Dick Neill, were presented then with a special one-off Rolls-Royce and Bentley Club Art Deco Trophy.

This ended a most enjoyable day, and we all felt a huge debt of gratitude to Rob and Michelle for the enormous amount of work that the event had entailed before we set off homeward bound in our various directions, concluding a most successful Art Deco Weekend 2011.



The different lineage of George Urquhart's 1933 20/25 Freestone & Webb Limousine GSY12, and Berwick Taylor's 1939 Bentley Park Ward "Continental" Saloon B165MX is clearly demonstrated here.



The specially woven upholstery material used for the Phantom III 3BU186, nearing completion at Dr Greg Beacham's restoration premises.

# Northern Region Report : 38th Interclub Concours d'Elegance by Glynn Williams; Photos by Elizabeth Mitchell, Ron Craig, and Glynn.



(Left) Our new member Ron Craig's supremely elegant 1947 Silver Wraith Touring Limousine by Freestone & Webb, WVA75.



(Above) Selwyn Houry's and Michael Milne's 20/25 Charlesworth Saloon GMD51, and Berwick Taylor's 4 1/4 litre Bentley Park Ward "Continental" Saloon B165MX.

After Auckland's bout of humid weather we were relieved to have a cloudless hot summer day. Fortunately Selwyn Houry and Michael Milne had a collapsible marquee which provided much needed shelter from the sun. Picnic lunches were the order of the day, and everyone mixed and mingled well.

We were allocated space for twelve cars, and we had a wide selection from the oldest, Peter and Mary Morelli's 1931 8 Litre Bentley YX5114, through to a newish, black Rolls Royce Phantom Saloon brought along by Neil D'Arcy-Brain of Team BMW. Other cars on display were 20/25s of Michael Milne and Selwyn Houry GMD51, and George Urquhart's GSY12; 1939 4 1/4 litre Bentley B165MX, Berwick Taylor; 1948 Silver Wraith WVA75, Ron Craig; Mark VIs of Phillip Eilenberg B372MD, and Kit Maxwell B146KM; R-Type B182SR, Mitchell family; S2 B249DV, Simon Longuet-Higgins; 1971 Bentley Corniche Drop-head Coupé BDH10122, Ulric Martin; Camargue JRH50299, Selwyn Houry and Michael Milne. This is always a good day to catch up on old acquaintances, for you cannot go far through the exhibits without running into someone you know and having a chat

Although not serious about the Concours bit, our club certainly did respond to the theme of this year's show, which was "Kings of the Road".



(Above) Ulric Martin's 1971 Bentley Corniche Convertible DBH10122, one of only 140 built.

(Bottom, from left) Selwyn Houry's and Michael Milne's Rolls-Royce Camargue JRH50299, one of 525 built;

George Urquhart's 1933 20/25 Freestone & Webb Limousine GSY12;

Kit and Rema Maxwell's 1951 Mark VI Bentley B146KM;

Simon and Libby Longuet-Higgins's 1962 Bentley S2 B249DV;

and Team BMW's Rolls-Royce Phantom.



# Northern Region Report : Picnic at Waimauku 5 February by Glynn Williams; Photos by Elizabeth Mitchell and Ron Craig



*New Northern Region Chairman presents the Driving Test Trophy to Gay and Winsbury White.*

was a circuit through the orchard in as near to 2 minutes as you could get (no watches to be worn). It was interesting to see the smiles on the faces of the participants as they came to grips with this new form of transport.

The second test was a large figure 8 with driver blindfolded and navigator giving instructions to the driver. This proved hysterical for those watching and probably responsible for some subsequent divorces. Most spectacular crash into the hedge was our Chairman, Michael Midgley, now no longer on bosom buddy terms with navigator, Kevin Williams. Winsbury and Gay White probably had a silent ride home due to a blindfolded Winsbury running over Gay's leg.

Winner of the cup on the day was Winsbury and Gay White, which surely was compensation for Gay's bruised leg. All in all an excellent day testament to the fact that while previous picnics ended shortly after 3.00 pm, when we left at

5.30pm there was still a crowd remaining.  
Thanks Selwyn & Michael for a fun day.

February in Auckland is a very busy time for the car enthusiast. Every weekend has several tempting events. The new committee decided that, as Sunday seemed to clash with everything, we would try a Saturday Picnic. Selwyn Houry and Michael Milne had offered their lovely country home as a venue at Waimauku. This turned out to be an inspired choice, and we had at least 20 Rolls-Royces and Bentleys turn up on the day.

We were lucky with the weather, in that Auckland's sticky humidity gave way to a cloudless afternoon. The gazebos and sun umbrellas gave welcome shelter from the sun. It was a "bring your own everything" picnic, and a great success. On display was a newish Bentley Continental Convertible in black with brick interior; interesting to compare it with Ulric Martin's Corniche of 1971.

The boys had arranged a list of questions on Rolls-Royce and Bentley history which tested the knowledge of the attendees.

It was to be a gymkhana. It turned out that we did not use our own cars, but were provided with the use of Selwyn's and Michael's John Deere 6 wheel runabout for the tests. The first test



*At the Interclub Concours, from left are Evan, Dean and Brent Mitchell; Peter Morelli; Glynn Williams; and Michael Milne. The Charlesworth bodied 20/25 GMD51 is visible behind the group; Selwyn's and Michael's efforts have turned it into a fine example of Art Deco design.*

## Obituary - Bill Baldwin



Our long time member and supporter Bill Baldwin died in early March after a sudden return of the stomach cancer which had been in remission for some time. He was born into a farming family at Kawakawa, and his early life was focussed upon being able to buy his own farm, with contract fencing and milking, as well as Young Farmer's Club activities. It was at a YFC dance where he met Audrey, and they married when quite young, living in a cottage on Bill's parents' farm near

Cambridge, where their first two children were born, before being able to buy a run down farm near Te Awamutu in 1959. Bill rose to the challenges of the swampy location of the farm, and acquired the skills of engineering, welding, building, inventing, draining, and innovating, which enabled the family to make such a success of the farm.

Bill planted an orchard which included kiwifruit, and this interest led to Bill and Audrey leaving behind the dairy farm, and buying a kiwifruit orchard near Te Puke in 1966, where many varieties of kiwifruit were cultivated. Bill also did contract spraying, and his awareness of the need to carefully monitor the spraying and pollination led to his becoming a liaison officer, and to the orchard's being used for pollination experiments.

Bill learned to fly, and once he had his private pilot's licence he enjoyed building up his hours by towing gliders as he studied

for his commercial licence. He flew extensively in New Zealand, and when he and Audrey flew from Singapore to London aboard Concord he fulfilled a dream.

He was active in school boards, drainage and other community organisations, the Anglican Church, and the Tauranga Aero Club.

A visit from a friend with tomatoes and news of a blue and silver 1975 Rolls-Royce Silver Shadow which had been traded on some agricultural machinery led to their enjoyment of SRH22599 on many Club outings and tours throughout New Zealand. Sea and lake fishing, the fellowship of their many friends, and the purchase of a 4WD vehicle filled a busy life, but when Bill's cancer struck they made the decision to sell the orchard, buy a house in the same area, and undertake the mammoth job of clearing a lifetime's accumulation of useful "stuff" from the sheds. This all happened very quickly, and the Silver Shadow was also disposed of, to Ian Holroyd, so it remains in the club.

Bill and Audrey competed in the Southern Region's run to Mt Cook last winter, during an extensive south Island tour in their Pajero, and we all enjoyed Bill's company as we walked to Kea Point. Audrey stayed behind to do the watercolour sketching with which she has always provided mementoes of their travels together.

Compiling obituaries is both a sad and happy experience, when the knowledge of a good life well spent is appreciated, but tempered with wishing that we all could know one another better. Audrey's Eulogy from his funeral service has been a great help, as has Bill's Obituary from *The Bay of Plenty Times*.

## Tyres for Early Post-war Cars by Norman Geeson (from Roy Tilley)

*The following was placed by Norman Geeson on the RRCC's technical bulletin board last year and is reproduced here with his approval but without comment, other than to stress that our members should be very sure about the tyres they are riding on in their 1945 - 1955 cars.*

It is very obvious reading the various threads that no contributor seems to understand the underlying reason why no tyre company, and by inference no insurance company, will give clearance to using tubeless tyres in tubeless format on EPW wheels.

Originally Rolls-Royce themselves fitted a number of R types from new with tubeless tyres, as did other makers. Only in later years did they come to see the error of their ways and a large number of people lost their lives proving the point in the interim. Why they lost their lives appears not to be generally known here.

For years both Michelin and other makers have outlined in their respective technical manuals something along these lines.

“Old types (meaning straight taper type wheels here) with radial tyres:- Tubes must be fitted. These rim types are now largely obsolete. They do not incorporate safety features to prevent possible tyre dislodgement and therefore when radial tyres are used they should be fitted with tubes, even if the tyres are tubeless”

If you are alive and using radial tubeless tyres in tubeless format on early type rims it is not because you have encountered a slow leak or the ability to run at any excess speed in a straight line, but because you have yet to encounter a particularly lethal condition. Pray you're never going to meet that condition; records show that very few people ever know they have shared the experience. These wheels contain no safety ridge or high ledges to prevent the tyre dismounting and it is of little use saying you have had no problem to date. If a tubeless tyre does dismount on one of these wheels the inclination attitude of the chassis will be such that you will most likely never know of your error. That is because it is most likely to spoil your wheel rim paint and your day, when you are taking a turn at a fairly low speed. At the very least you are going to need some new chrome wheel discs.

In 1978 or 1979 I witnessed a number of tests at GM's European proving ground to determine the point of tyre demount on a number of vehicles fitted with none safety ledge rims. The tests were conducted at 30 mph around a radius of about 100 / 110 ft. Note the low speed and radius. No speed straights here. The vehicles were fitted with large frames protruding out of each side with outrigger bogey wheels fitted at the extremity. These frames saved the vehicles from multiple somersaulting and being a write-off. Previous tests at 30 mph had shown the vehicle always went through a multiple side somersaulting routine before coming to rest, and neither vehicle nor driver would be of use again!

Each run was carried out at progressively lower tyre pressures, normal pressure being about 30 psi for most frames. At around 15 / 16 psi, the chassis became unstable; at 11/12 psi the tyre would always come away from the side wall and leave the rim. These tests were conducted



*A front tyre on Henry Green's H.J. Mulliner Touring Saloon with Division WDC43, with North Otago dust neatly emphasising the tyre specifications.*

on both concrete, to represent Belgian and German autobahns and on tarmac, to represent other countries. In the case of tests where a car was deliberately driven over a pot-hole during the turn manoeuvre, quite a normal occurrence, the vehicle speed when the tyre left the wheel was very high indeed.

These tests showed that if a tubeless tyre deflated to a certain level during a journey or the driver encountered a puncture during a turn like an off ramp, then a minor encounter with a small pot-hole was enough to push the tyre away from the rim and bring sudden death. In these circumstances the final deflation was rapid, the chassis was already at a dangerous angle still undergoing pendulum swing, and the rest was history for the driver and the car. Once the tyre had dislodged, the wheel rim dug into the road surface, sometimes tearing the outer rim flange away and the momentum caused the car to multiple roll - all this at 30 mph.

The original rim ledges were incorporated because a high number of cars had been found with expired drivers having somersaulted during a turn. Each time tyres had demounted from the rim and it was thought the drivers had attempted the turns too fast. The tyres seemed to have been damaged during the fast turns. Eventually so many instances occurred that tyre companies carried out testing and high rims were introduced followed by safety ledges.

For many reasons some members may follow the path of using tubeless tyres in tubeless format without tubes; that should not be any encouragement to others to attempt to shorten their own lives when they have no need.

*Malcolm Graham photographed these Bentley Continentals at BDC Kelmarsh, 2006.*





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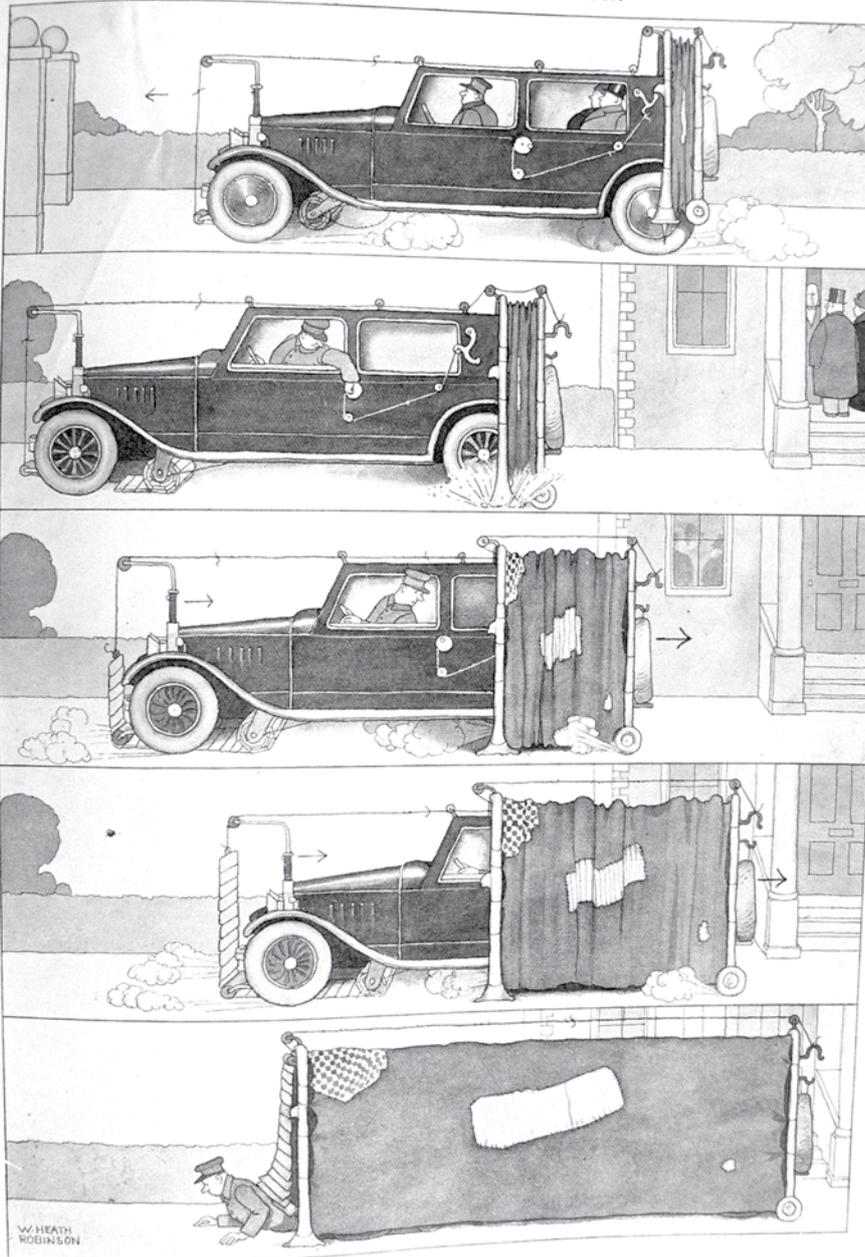
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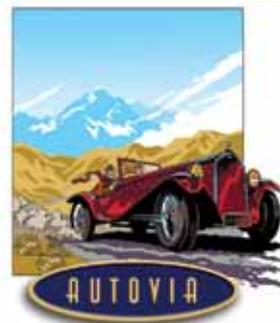


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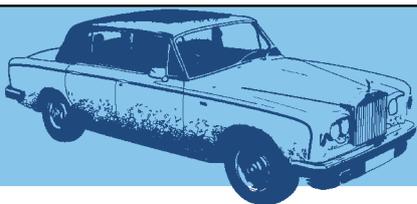
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1) Please replace copy for Bentley Arnage T 2005 with:

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[New photo is attached]

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[New photo is attached]

3) Please replace copy for Bentley Continental GT Coupe 2006 with:

Bentley Continental GT Coupe 2006

Diamond Black, Beluga black hide, Mulliner driving package including 20" wheels, diamond-quilted seats, satellite navigation. 24,000km, \$199,990.

[New photo is attached]

4) Please replace copy for Bentley Continental GT Speed 2008 with:

Bentley Continental GT Convertible 2007

Dark Sapphire, Hot Spur hide interior, 21,300kms, \$217,300.

[Please use existing photo from previous ad, top right-hand corner]

If you have any queries, please let me know.

Many thanks & regards  
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