



New Zealand Rolls-Royce & Bentley Club Inc

Issue 11-3, 2011





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. Your Membership **SUBSCRIPTION** includes the Club Magazine (6 issues annually), the right to attend all Club events and activities, and to partake in Club management.

FEES:	Registration Fee	\$ 10.00 (once only)
	Membership Fee	\$115.00 (annual, reduced to \$100 for prompt payment)
	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 include a set of reprints of *Know Your Silver Shadow* from 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 these cars. \$20 per copy including P & P.

CHASSIS RECORDS

The Company's Construction Records, which accompanied every Rolls-Royce and Bentley chassis (since 1931) through its production at Derby or Crewe, are a valuable resource for subsequent owners. They detail the original order, any special equipment, and the results of tests and inspections 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. The number of pages for early cars may be up to 20 or more. Records for a Silver Shadow can amount to even more pages and cost around SNZ150. 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 19 to 24

Classified advertisements pertaining to Rolls-Royce and Bentley are free to Financial Members who do not deal regularly in Rolls-Royce or Bentley cars or services. All classified advertisements must be submitted to the Editor, Tom King, Phone 03 339 8309, e-mail the.king@xtra.co.nz 191 Sparks Road, Christchurch 8025. 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 rejoining members:

Olly and Merle Newland

5/163 Victoria Ave, Remuera.

Rolls-Royce 1972 sedan FUY858 Chassis SRH13222

Bentley GT Coupe 2005 FPK697 Chassis SCBCE63W55L028001

We extend a warm welcome to the following new members:

Simon Manning and Brad McAneny P.O. Box 44-176

Lower Hutt 5040

(04) 570 0111 or (04) 384 6991 (021) 830 022

1989 Rolls-Royce Silver Spirit Hearse by The Surgery, Tawa.

Registration 1989RR Chassis SCA2S0002HCH20891

1952 Rolls-Royce Silver Wraith Hearse by Scotland Funeral Co-op

Registration JUS867 Chassis WHD5

In This Issue

Annual General Meeting Weekend Report	Page 4
“Tommy” Thomson, by Scott Thomson (Parts 1 & 2)	Page 8
Obituary: Beth Merryweather	Page 14
From The Federation of Motoring Clubs	Page 14
Book Review	Page 15
Ghostly Matters	Page 15
Company News	Page 16
Regional News	Page 16
V8 Engine Flame Traps	Page 18

A Subscription Offer for *Classic Driver* is enclosed with this issue.

CLOSING DATE FOR NEXT MAGAZINE: Deadline for receipt of all material for Issue 11-4 is 22 July 2011.

Front Cover: Photographed during those halcyon days before 4/9/2010, here is Keith Hunter's Bentley S3, B510EC. A more recent photograph appears on Page 6.

Club Calendar

Full details are also contained on our Web Site www.nzrrbc.co.nz

2012 National Rally and A.G.M

Central Region are organising this event, to take place in the Manawatu at Easter, 6 to 9 April.

Northern Region

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

Central Region

Friday 1 July: Solstice Dinner at the Wellington Club as in years past. Our guest speaker is Mrs Vicki Treadell CMG, MVO, The British High Commissioner.

15–17 July Art Deco weekend, Napier (\$50 for everything on the weekend, apart from food and accommodation). Go to www.artdeconapier.com for details. I suggest we meet at the Rimutaka Tavern car park in Upper Hutt and drive up in convoy, collecting additional members en route. This weekend includes a vintage car run, jazz concerts, fashion and antique shows etc. Clive Edmonds and Wendy Boyce will be available to assist where necessary.

Mid-late September: Garden visits in Manawatu and Wairarapa for daffodils etc. Possibly also the wind farms near Palmerston North. Further details will be announced later.

Labour Weekend 22-24 October: A visit to Taranaki to look at rhododendrons in New Plymouth and at Pukeiti, and the murals at Opunake. Northern Region have been invited to join us.

November-December: our Central Region AGM in the Hawkes Bay area. Clive and Wendy will recommend a suitable programme and venues.

Southern Region

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 and possibly Ironbridge Quarry.

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:

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, 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 Roy Tilley, our Technical Liaison Officer, Post-war cars. 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

From Our Chairman

The gathering at Blenheim with the display at the airshow, the AGM and the range of meals seems to have been well received. Certainly the record (?) turnout indicates that the programme met the wishes of a diverse group of attendees. Thank you to everyone for your comments on how much you enjoyed the weekend.

Of course it only works because of the advance efforts of a number of individuals, so my profound thanks to Alastair Scott, Hilary King, Keith Hunter, Ramon Farmer and Tom King. And on behalf of all those who came along, congratulations on a very fine do!

Michael Midgley

Mainland Comment

We have seen four interesting cars arrive recently to the Southern Region; it is a welcome change here to have some good news.

Ian Jefferis has bought, from one of our advertisers, a low mileage Rolls-Royce Silver Cloud II SYD478 in sand over sable.

Stephen Fowler has bought, again from an advertiser, and from a Club member, low mileage examples of Rolls-Royce Corniche and Silver Spur. Stephen attended the Memorial Service for victims of the Christchurch earthquake held at Hagley Park, and when driving the Spur home he noticed that he had acquired a police motorcycle escort. Concerned about this, he stopped; the policeman was most displeased to learn that Stephen was not a prince, and presumably therefore not worthy of his attention, although we are sure that Stephen has advanced several places in the line of accession to the throne.

Geoff Edwards has just bought B361LH, one of the very last of the "small-bore" Mark VIs. This car will feature in the next instalment of Scott Thomson's article about his late father, in 11-4.

Annual General Meeting Weekend Blenheim 22 to 25 April 2011



One of Ramon Farmer's Rolls-Royce aero-engine display boards at the Classic Fighter Air Show

This year the organisation of the Annual General Meeting and National Rally fell to the Southern Region Committee, and they had worked on it for over a year. One of the Committee members, Ramon Farmer, had the inspiration for tying our event in with the air show being held at Omaka, Blenheim, over Easter. Despite Easter falling at a very late date in April this year, with the risks of a rapidly approaching winter upon us, the organisation went ahead, with the ready cooperation of the Classic Fighters Air Show volunteers who had decided that a car display at Omaka would enhance their event. Our contact was Richard Herd, and he arranged a plot of ground just big enough to hold the twenty-four cars we had available to display, as well as two free passes for occupants of each car. Other car clubs from many parts of the South Island also displayed their cars. Ramon had also made boards setting out the derivation and history of the Rolls-Royce aeroplane engines, which he set up beside our display.

Advertising for the event started in our magazine over a year ago, and the Southern Region eagerly awaited response from entrants. These arrived in encouragingly large numbers, and we eventually had almost seventy members and guests registered, ranging in age from 2 to 92, along with twenty-five cars. The guests included two brothers, Derek and Trevor Beatson, from Calgary, Alberta, and they willingly volunteered to use their wide general knowledge and precision engineering skills to judge our Concours d'Elegance for us. With Club members from Whangarei to Tapanui, and

from Australia, attending; our Founding Chairman; the National Chairman, Secretary, Treasurer, Events Coordinators, Membership Secretary and Magazine Editor; Chairman and a Committee member from the Northern Region; and the entire Southern Region Committee, our Club must be in good heart. There was some disappointment that members of the Central Region, apart from our Founder, Roger Lloyd, were not able to be with us.

One of the main aims of the Southern Region Committee was to make the weekend as inexpensive as possible for participants, bearing in mind the considerable costs of travel and accommodation, and the generally inconsiderate design of our country. Ramon and Alastair Scott were able to meet potential stakeholders in venues to facilitate this. We were all impressed by the friendliness of the Blenheim people; even the police manning the nightly breathalyser managed to bring smiles to our car's occupants by asking if we thought the people in the car following us, a police car, should be tested too.

We all gathered at Chequers Café on Good Friday evening, and immediately the tone for the weekend was established, with a voluble mixing and mingling, meeting up with old friends, and putting faces to names and name-tags.

We were to muster for an 8:30 arrival on Saturday, and achieved this. To have on display three Derby Rolls-Royces, three Derby Bentleys, four Mark VIs, two Silver Cloud IIs, a Silver Cloud III, two S3s, one Silver Shadow, two Bentley T Types, four Silver Spirits, and three Bentley Continentals even up to the current 21st Century design was quite remarkable, and certainly the best your reporter has seen during his years as an observer.

The weather forecast for the weekend was not favourable, but autumn continued, with mild weather in Marlborough despite light rain, heavier to the north-west, which persisted over Easter, and it did not affect the Air Show significantly, apart from preventing the RNZAF's Lockheed C130 Hercules from landing after it had dropped the parachutists.

The flying, variety of aeroplane present, and the impeccable organisation of the event made for a very pleasurable day. The Great War fighters at the Show were all replicas, but two of them, the Nieuport 11 and the Sopwith Camel, had original rotary engines, 80 hp Le Rhone and 160 hp Gnome respectively. The beautiful Sopwith Triplane had a 165 hp Warner Scarab radial engine from 1928; the Bristol Fighter a 200 hp Ranger engine; and small radial engines powered the seven, yes SEVEN, Fokker Triplanes, and Fokker D VII. The very attractive Albatros was powered by a 100 hp 6 cylinder Mercedes DII engine with a wonderful engine note at its operating speed of 1500 rpm; at 1600 rpm it would be destroyed. These engines are in production again, in Wellington, and Steve Littin's Vintage Auto Rebuilds have made the long connecting rods in Ohio. It should be mentioned that the Vintage Aviator Collection at Hood Aerodrome, Masterton, has an original Bristol Fighter, powered by the world's oldest operative Rolls-Royce aero engine, a Falcon, but it does not cross Cook Strait.



Roger Lloyd and Don Lyons chat, while Ray Scampton applies some finishing touches to his Silver Cloud III SKP249. Also present are Ian Jefferis's Silver Cloud II SYD478 and Ramon Farmer's Bentley 4 1/4 litre B175KU.

The Second World War aeroplanes included three Curtiss P40 Kittyhawks of various marks, powered by the GM Allison V12; Vickers Supermarine Spitfires Mk IXc and Mk IX both with Rolls-Royce Merlins; a North American P51D Mustang with the Packard built Merlin; a Chance Vought Corsair with its 2,000 hp Pratt & Whitney Double Wasp 18 cylinder radial engine and propeller of over 4 metres; lots of North American T6 Harvards; and a Focke-Wulf FW190, which misbehaved and was scarcely seen. The skill of the pilots was quite breathtaking, and your reporter, who has stayed away from such events because of timidity, wholeheartedly enjoyed the day.

The Saturday evening barbecue was held at the Brayshaw Park clubrooms of the Marlborough branch of the Vintage Car Club of New Zealand, catered by their team organised by Judith Bruce. The team offered much more than a barbecue, with generous servings and a choice of three main courses; baked chicken, salmon, or grilled steak, and Hilary King and Andrew McIlroy attempted valiantly to pass the numbers to the caterers and make them tie up. The Southern Region contributed wine, soft drinks, and nibbles from their funds. There was a great deal of individual generosity displayed in taking raffle tickets for polishing kits (provided by Turtle Wax after our National Secretary, Geoff Walls, noticed that company's offer to car clubs) and donations, which meant that Southern Region funds are still buoyant.

Our planned activity for Easter Sunday, following church for many, was lunch at The Slip Inn, Havelock, either after or before the very scenic Queen Charlotte Drive. It rained all the way there, during lunch, after lunch, and into the evening, and many cars NZRR&BC Issue 11-3



Emma Armstrong, the youngest member of our party, is a devout aeroplane watcher. Joanne Armstrong took the photograph.



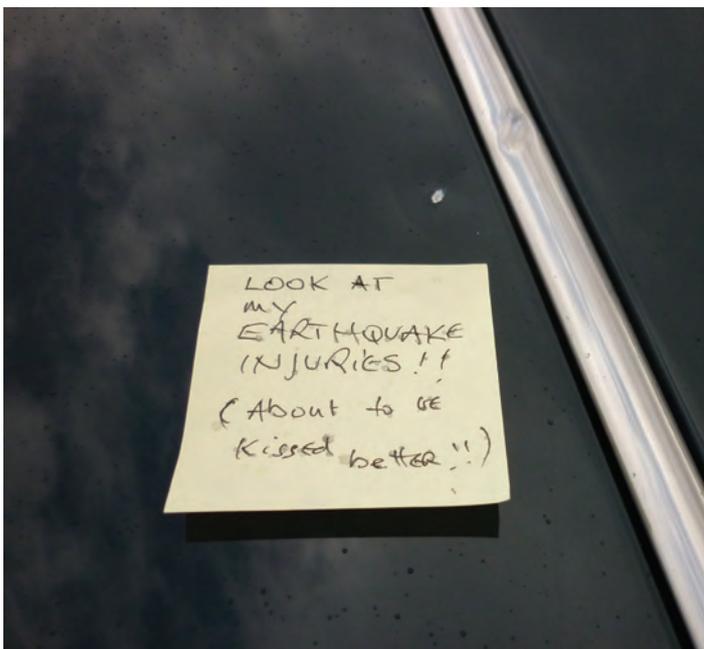
Brian Frecker's Continental GT and Bob Cleave's Continental Convertible

and crews found innovative ways of getting thoroughly wet.

The Combined Clubs of Marlborough is a large and obviously popular organisation, and it was not easy finding our way through the throng of diners queued at their buffet, to the reserved room where we held our Annual General Meeting on Easter Sunday evening. This was estimated by our Club Chairman, Michael Midgley, to last eight and a half minutes, including a speech by Roger Lloyd, and it was almost achieved. As has become customary, our National Executive sits for two years, and all were happy to continue to do so, with the exception of new appointments to the posts of National Events Co-ordinator and Webmaster, where, after very successful tenures, George Urquhart and Rod Newport, respectively, have been succeeded by Rob Carthew and Bob Barbour. Other appointees, Eddie Riddle as Pre-War Technical Officer, Roy Tilley as Post-War Technical Officer, and Tom King as Magazine Editor, will continue in their roles.



Ollie Newbegin's Bentley Continental and Peter Somerville's Rolls-Royce Flying Spirit



Despite grievous injuries inflicted on 22 February, Keith Hunter's Bentley S3, B510EC, travelled to Blenheim

Roger Lloyd presented the awards, as follows: George Urquhart won the Sir Walter Norwood Trophy, and Best Rolls-Royce, with his 1933 Freestone & Webb Limousine GSY12.

Bruce McIlroy won the Best Bentley Award with his 4¼ litre Jack Barclay Pillarless Saloon by Park Ward, B69MX.

Jim Sawers won the special Centennial Trophy, given to our Club by our Honorary Member Virginia Turney Adams, for his impeccably researched articles for our magazine.

Eddie Riddle won the Ken White Trophy for his invaluable technical contributions to our magazine. It is entirely fitting that Eddie, who was friends since school days in Dunedin with the late Ken White, also Eddie's Best Man when he married Joy, should hold this



George Urquhart receives the Sir Walter Norwood Trophy from Roger Lloyd

trophy, and, since we have run out of space for the notations of winners, who but Eddie has the skills to engrave his own plaque?

A buffet dinner followed, after another encounter with the multitude around the bar, and, as seems to be traditional, our car was the last to leave and encounter our friendly breathalyser team again.



That was our Annual General Meeting Weekend, and on behalf of the Southern Region Committee, a very sincere "Thank You" to all who attended. No major mechanical malfunctions have been reported, apart from some electrical challenges, and those who succumbed to health issues perhaps brought about by the change in seasons seem to have recovered as we go to press.

*(Clockwise from top left) Bruce Topp is perfectly colour co-ordinated with the Silver Shadow previously owned by Gay and Winsbury White, borrowed by them for Sunday
Ramon Farmer with Margaret Chatterly and Glynn Williams on Sunday
Philip Eilenberg and Roger Lloyd with the scrapbook which Roger has maintained for many years
Jim Sawers wasn't able to be at Blenheim, but Rob Carthew was able to present him with the Centennial Trophy soon after the event: Hayden Carthew's photograph
Bruce McIlroy with Glynn and Rob Carthew follow George's anecdote
Bruce discovers the faulty condenser which had caused months of uncertainty for our Chairman*



Tommy Thomson and Rolls-Royce Part One: Part of the Family by Scott Thomson

“Tsn”, Thomas Alexander Thomson, was born in 1913. After completing a science degree and part of one in music at Otago University, young Tommy Thomson joined his father in the family soft drink business. This well established southern firm was weathering the Depression so Tommy’s first job was washing glasses for 32 shillings a week. There were benefits; Thomson’s had a fine chemical laboratory and did their own engineering maintenance. The young man became a hands-on mechanic, and a self taught machinist.

Though no traveller, Tommy possessed a far ranging mind, and had excellent taste. He had the ability to make and maintain contact with people of similar interests, even if they never met. Later, this became vital to his Rolls-Royce interest, but first he became active in an international network, specializing in microchemistry.

Tommy did not know that his father had earlier approached a Dunedin importer about a new 40/50. Either a quoted delivery delay of four years or the chassis price - doubled since 1914 - put him off. Instead, the family cars had been a 1914 Standard, followed by a sporting Waverley, and two 20hp Austins.

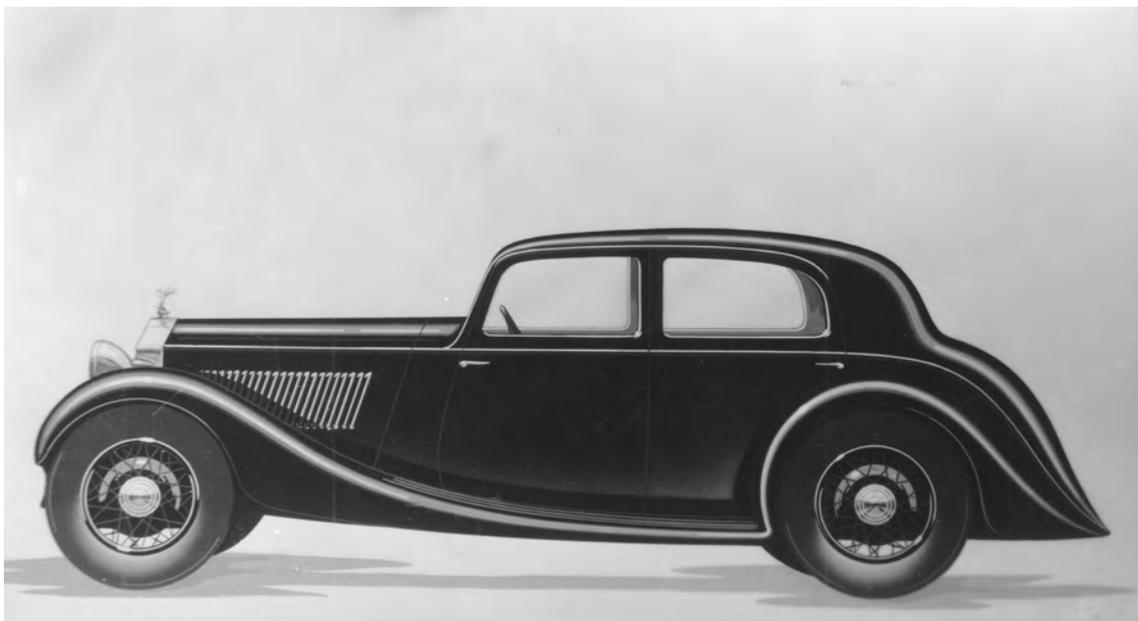
Though money was tight, Tommy began hankering after a car of his own and corresponded with the Southern Motor Co and Paddon Bros who offered ‘Rolls-Royce Replicas’ – that is to say carefully used 20hp models, that had been attractively re-bodied in thirties style.

Interesting visitors often gravitated to the Thomsons’, expanding

a 40/50 for sale in Christchurch. Tommy’s maternal grandmother came up with a portion of the price, which tradition places at 60-65 pounds.

Tommy did not know that 1FW was an Alpine spec chassis.

It was ordered during the Kaiser War by an American who eventually took delivery with an open touring body. From the



Tommy’s first contact with Rolls-Royce matters was an enquiry to The Southern Motor Company, who supplied this picture of a ‘Rolls-Royce Replica’ – a re-bodied 20hp similar to the Phantom II he eventually bought.

Rolls-Royce chassis cards it appears to me to have suffered a smash in France and been re-bodied. 1FW came to Southland via America for Sir Robert Anderson of Anderson’s Park. I have spoken with a grandson of Sir Robert’s. The trail is confused as Sir Robert also owned a 20hp. It is possible that 1FW was sent to Australia for further coachwork modifications. During Tommy’s later rebuild he discovered that the then saloon was based on a higher cabriolet body.

1FW passed to a Dunedin pharmacist, ‘Doc’ Henton. Tommy did not know of the car, although Henton worked only a few blocks from Thomson’s. Certain young women of the town were more familiar with it, as my parents discovered one Friday night when these ladies took up residence and refused to get out.

1FW was in rough condition. The engine was hanging loose, but a bolt soon fixed that. It had an American scroll speedometer with numbers appearing in a small window. An early opportunity was taken to try the car for maximum speed, a disappointing 47 mph being indicated, accompanied by a strange ‘gobbling’ sound. Blythe, brought up on seat-of-the-pants flying, was an instinctive judge of pace and brushed the matter aside. It was a splendid Ghost.

Tommy, however, relied on instrumentation, both in the soft drink business and in microchemistry. Father and car were enlisted for comparative tests and after some angry father and son exchanges about not keeping station, it occurred to everyone that 1FW was a lot faster than indicated. Blythe was right. The speedometer was suspect.



Blythe led the hunt to Edendale and another big 45 Renault, but no sale.

Tommy’s horizons. B. A. Blythe was chief pilot for Union Airways, and I have recounted that story in the NZVCC magazine, *Beaded Wheels*. Blythe taught Tommy how to drive a large car quickly and smoothly, and after a brief flirtation with a Renault 40cv, located



Thomson senior had recently completed a traverse of Tapuaenuku: Blythe's photo from DH 86b.

Two gears had been interchanged – the maximum being nearer 70 mph. The erring instrument was soon replaced by a Jaeger Chronometric. One of my earliest memories is watching the needle flick up in little jerks on acceleration and dropping a click at a time as speed fell off on a hill.

All this was in 1937, a good year for Tommy with his marriage, my arrival and a Rolls-Royce. He was quick to contact Derby who responded with their legendary courtesy, a great deal of information, and regular copies of the beautifully produced Rolls-Royce Bulletin. Yes, even though all the business of the moment was to dispatch a few tools of approved pattern.

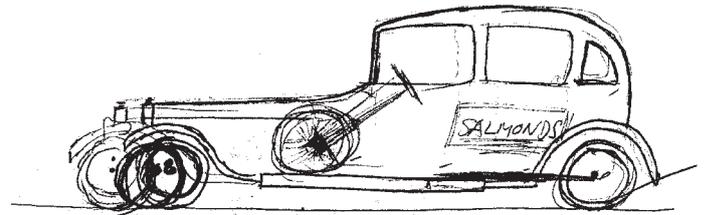
But the outlook was unsettled. Father and son dreams of a new Rolls went on hold. The yellow Austin was replaced by a Citroen Big Fifteen with the advanced engineering and a French connection which then seemed patriotic. The micro-chemical network based in Vienna collapsed, and Tommy was soon welcoming refugee Jewish colleagues to Dunedin.

1FW was one of the family, the first private car in which I travelled.

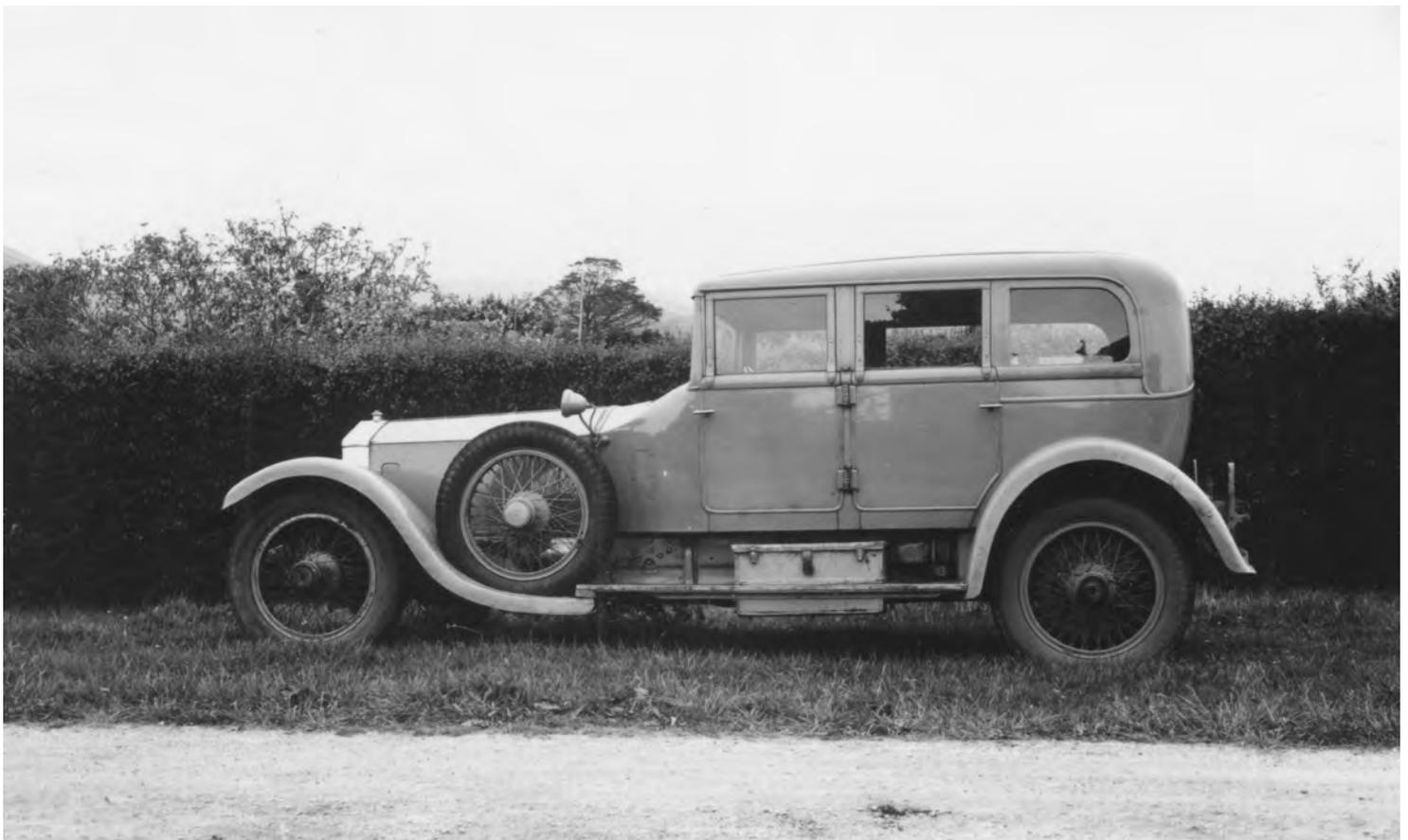
I was a restless baby, reluctant to sleep. On holidays a gentle circuit of the block did the trick and I would be parked outside our bach. I understand this character-forming practice of allowing children to sleep peacefully in Rolls-Royces is now illegal. No doubt that contributes to various ills from which society now suffers.

I was forbidden sweets. My parents were absorbed in a driving lesson when I found a packet of barley sugar on the back seat and stuffed myself with the lovely sticky stuff. No ill effects. Mum had a little difficulty with the downward changes. Dad taught her just one – top to low at 10 mph, courtesy of the Ghost's governor! She passed, leaving a freaked-out examiner.

In 1939 mother and child were marooned in Christchurch by a rail strike. It was Rolls to the rescue. Looking over the car, Dad spotted the whittle belt for the fan had broken. He and my



Blythe's sketch of 1FW, dashed off on the back of a flying met-report. (He wrongly believed the body was by Salmonds)



The real thing: 1FW.

grandmother spent the night cutting up an old pair of sandals. No time was wasted and five hours less one minute after passing the North East Valley post office in Dunedin, 1 FW was outside the hotel in Christchurch. In those days the trip included the Mt Cargill road, the old Kilmog, and several combined road/rail bridges – not to mention some gravel.

It says a lot for car and driver – and the repaired belt.

A well deserved oil change ended in a nasty shock. There lay a piece of piston. The blocks were lifted on a scene of disaster. Someone had replaced three of the six pistons with the split-skirts on the thrust side. Fatigued, these had dropped off. Hence the gobbling noise at speed. Tommy sent the cylinder blocks to Derby, whence they returned in a convoy escorted by HMS Ramillies.

War had broken out.



Ghost instruments including the erring speedometer, second from left.

Part Two: Out on His Own

When his father died in 1943, Tommy Thomson found himself in a position of lonely responsibility. Ageing relations relied on the family business financially, but with rationing there was little sugar, and, therefore, little business. The Royce ethic of ‘whatever is rightly done’ had deeply affected him and it was a point of pride that pre-war standards were maintained in all Thomson products.

Tommy Thomson did not serve overseas. With his chemical background, he was gas officer in the local home guard. With another chemist – and car enthusiast – he also worked on internal security, about which he would never speak. With the Rolls and his friend’s 4 ½ litre Bentley, I’m sure they imagined they were Jonathan Mansel and Bulldog Drummond.

Tommy converted an Austin 12/4 van to run on town gas, installed producer gas on a Ford truck, and used 1FW as often as petrol allowed. He kept thinking of ways to maintain and improve his car. I remember sitting on the Ghost’s roof at a picnic and watching him touch up a valve – a simple operation beyond the capacity of Bentleys.

He was never happy with the rear wheel brakes. His first ‘improvement’ was to remove the inner cast iron lining from the concentric system. The replacement grade made things worse and earned a wrist slap from Derby when he asked for guidance. Next step was to import a front axle with conversion to front wheel brakes. The modification – not by Rolls-Royce - had been poorly worked out and only served to halve the braking effort available on any one wheel.

Fond as he was of 1FW, the car was showing its age and previous neglect. A search for a replacement briefly involved the ex Hudson Phantom II (too expensive) and the Phantom I now at Paraparumu (too clumsy).

The Ghost was down to its last bit of tread when he got a nasty shock. The trade advised that the required size would not be included in the future range. Tommy was a good customer with a sizeable fleet of trucks and well worth pleasing, but... Sorry.

Tommy’s foreman, Bobby Tait, had an engineering background. With memories of the Southern Motor Company Twenties, the pair decided a respectable solution would be to give the Ghost a make-over and re-body it as a camping car. My mother was against the idea. I think she was right, but Dad was in his crisis action mode.

A late thirties Dodge body was available at a good price. This steel

structure was stronger than the disintegrating coach-built job. And lower? Well, not exactly. The floor had to be cut out so it would fit down over the chassis side members. This entailed lowering the steering, shifting the gear change to the centre – as on LHD Ghosts - and re-routing the handbrake.

The radiator was faired in – inspired by the Paulin Bentley - and enormous thirties style mudguards were hand-rolled to fit. A big boot was added as well as running board lockers and a roof rack. The whole was spray painted in medium green.

On the mechanical side, the wheels were replaced with truck tyres and rims, grafted onto the original hubs. Twin SU carburettors were fitted and twin electrical fuel pumps.

The Dodge seats could be fitted, at some cost to head room, but Tommy preferred a bed roll in the back and sawn off kitchen chairs in front with a rope to hold them in place. A great deal of war-surplus stuff was becoming available and instrumentation included a compass from a tank and an altimeter, supposedly from a Flying Fortress!



1FW as rebodied, circa 1948

I have described the rebuild in some detail because with hind sight it is hard to avoid the charge of vandalism. Hind-sight is not given to us. The Vintage Car Club was years away, networks few, and professional help very limited. The make-over was unquestionably effective. Tommy consciously avoided the pitfall of adding weight. Performance, including road-holding on the bigger rubber, was noticeably improved. Side on from a distance

the car looked quite impressive and the line was not too bad. Closer up, of course, the home-made aspects stood out.

The rebuilt 1FW was never used in competition – nor, despite the local legend – did it have a Merlin from one of Tommy's Spitfires!! However, he did buy three war-surplus Kestrels, later giving them to a collector.

A 1938 letter from Derby- which I hope to publish in full later- estimates 1FW's power at 70-75 hp @ 2,100 rpm with a maximum of 2,300 rpm. Derby estimated the then maximum speed of the car on 3.25:1 rear ratio as 'approximately 65mph as the car is apparently heavy.'

I have a piece of paper in Dad's writing which I think can only relate to 1FW. Unfortunately he does not state the date or the chassis condition, as I know that during the rebuild he ran it on test without a body.

"Zero – 60 mph, 26.0 seconds.

Speed in gears: approximately, 20, 30, 47 and 75mph.

Tapley Data (pounds per/ton)	4 th	185	@	32mph
	3 rd	275	@	23mph
	2 nd	375	@	18 mph
	1 st	450	@	12mph

Total drag @ 60mph 225 lb."



New ERA: Jack, Tommy's father just returned by Lockheed Electra from lobbying government on conservation issues. Tommy never took to flying.



Tommy with son and author, Christmas 1939.



Got away part one: Blythe sent this picture from England in 1939 with caption: "Tore this from Phil. (Paddon) He bought it for £175, sold trade three days later for £450. Went to Scotland for about £675!" (The car is Phantom II Continental 6 GX, re-bodied by Carlton)



Got away part two: Wartime search in NZ chased the ex Hudson family Phantom II and this Phantom I, now at Paraparaumu.



1FW motored on, but Thomson friends did more miles in the Fiat. Scott remembers six up – two mums and four kids!



Fast Ford and Frightening: Tommy transporting Otago University Trio in 1948. Music lovers may recognise the late pianist Maurice Till and violinist Gladys Bate (nee Vincent).



John King's photograph of the New Zealand Rolls-Royce & Bentley Club's display at Omaka, 23 April 2011



While we would think there is a corporate similarity of appearance to all the Company's products, where is it evident here?

Obituary - Beth Merryweather

Beth Merryweather, one of our stalwart Northern Region members, has died after a long fight with cancer, during which she remained positive, and an example to us all. She and David were utterly devoted to each other, and to their family, relationships made all the more important by the utterly senseless murder of their then 20 year old university student son Craig in 1987. Two years elapsed between his execution in the Lindis Pass area for his meagre belongings, and the solution to his disappearance, and David is very proud that Beth's and his relationship survived an event which statistically invariably drives marriage partners apart.

Beth's energy is legendary, and her interests included gardening, tramping (she and David walked the Milford and Routeburn tracks), genealogy, gardening, antiques, furniture restoration, writing, embroidery, native forest planting, community and church activities, entertaining, and stalwart support for those who needed it.

David writes that Beth really loved her trips with the Rolls-Royce and Bentley Club, and in fact all facets of membership. They held a couple of barbeques in the early days, and on one occasion had morning tea before heading off on a run for lunch somewhere; Peter Morelli reckoned the morning tea was better than the lunch.

Who can forget her organising the restaurant in Whangamata to better accommodate the club diners? The same thing happened in Nelson during the 2004 Centennial Tour. Quite a gang piled in and found the tables were scattered like a shotgun blast at 300 metres; not good enough for Beth, so she directed them closed up so we were all nicely together. The proprietor was not happy, but Beth ignored him. Nobody else came in that night; it was really quiet all over the city, and the Club probably made his turnover for the week. On leaving, Beth remarked as much, and he had the good grace to admit this.

During the stay in Whangamomona we were locked in the next morning. Beth wanted to get out and look at the local cemetery, so she just climbed down the fire escape.

Beth and David both enjoyed the social occasions and good fellowship. She provided an excellent report for our magazine just five years ago, closely supervising every aspect of its publication.



Beth and David enjoying a Northern Region event with their friends George Urquhart; John and Maureen Stewart; Philip and Norma Eilenberg; and Lois and Richard Hadfield.

During the 2004 centennial run around the country Beth really enjoyed meeting people from all over. Some started a bit stand-offish but she soon melted them with her natural charm. She took them as they came. If they didn't want to be friendly, that was their loss, not hers, but by the end they were all good mates with her.

She took her turn with the wheel and in fact drove over the Crown Range in the large black behemoth. On the downhill run David advised her to watch the brakes so that they would not overheat. She solved that by tucking in behind a bus, so that if the brakes were lost, the bus would provide the stopping!

Beth planned her own funeral, and issued strict instructions that it was to be a celebration, with bright colours to be worn. The small local church where she and David worshipped had a capacity for 80 or so, and the 300 people attending, including many from our Club, were accommodated in a marquee David had organised.

David Merryweather and Susie Williams have provided this tribute to a great lady.

From the Federation of Motoring Clubs

NZTA announcement that car owners placing registrations on hold will have to surrender plates only applies to those with a record of breaking the law by driving unlicensed vehicles.

Law abiding owners with vehicle on hold will not be asked to relinquish their plates.

The Media Release below should be read in full and fears of concerned members allayed

Vehicle licensing tightened to prevent fraud

Changes to vehicle licensing regulations will help prevent fraud and be a deterrent to those who try to dodge payment, says Transport Minister Steven Joyce.

The government has agreed to change the penalties for those caught by the Police while driving unlicensed vehicles by reducing fines and introducing demerit points.

"We know there are people who would currently rather risk the fine than pay their licensing fees," says Mr Joyce. "That's unfair to other law-abiding motorists. Demerit points can act as a stronger deterrent than fines as repeat offenders will face the loss of their driver's licence."

Other steps taken include allowing the NZ Transport Agency to require people to surrender licence plates when putting their licensing on hold or to decline an application to put licensing on hold when a person has abused this right in the past.

"There is a segment of drivers and motorcyclists who put their vehicle license on hold while continuing to drive their vehicle as a way of avoiding payment. These measures combined with the added threat of demerit points, send a strong message that the government will not tolerate this," says Mr Joyce. "The largest segment of the licence fee is an ACC levy that covers the cost of

road injuries. These people are on the road and face the same risks as the rest of us.

"In fact, many unlicensed vehicles are driven by high-risk drivers. It's simply not acceptable for them not to pay their fair share as law-abiding New Zealanders do."

Changes are planned to come into force on 1 May. Changes to penalties are:

Offence

Current penalty (will continue to apply when offence is enforced by a parking warden)

Planned new penalty (only for tickets personally served by a police officer)

Unregistered 200 \$150

plus 20 demerit points

No plates affixed \$200 \$150

plus 20 demerit points

Driving while licence on hold \$200 \$150

plus 20 demerit points

Unlicensed vehicle \$200 \$100

plus 15 demerit points

Current licence label not affixed \$75

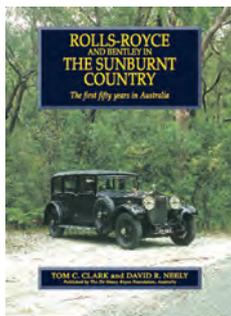
The new penalties apply only to those tickets served personally by a Police officer.

Police will continue to give a person ticketed for the first time with an unlicensed car a two week grace period to license their vehicle before any penalties apply.

Media contact: Anita Ferguson 021 243 1623

Roy Hughes NZ Federation of Motoring Clubs 03 332 7500

Book Review



ROLLS-ROYCE AND BENTLEY IN THE SUNBURNT COUNTRY

The first fifty years in Australia

By Tom C. Clarke and David R. Neely

Published by the Sir Henry Royce

Foundation, Australia

ISBN 0 646 36801 X

31cm by 22 cm 478 pages including
index

\$AU160 from the Foundation www.roycefoundation.com.au/site/

This substantial book, beautifully printed and bound on heavy art paper, (it weighs 2.5 kilograms!) was published in 1999, and a few copies are still available from the Foundation. The co-author, David Neely, is a member of our Club, and has kindly donated a copy to us; it is held in the part of the Club Library looked after by your editor. David was editor for six years of *Præclarvm*, our Big Sister publication across the Tasman, and is a Trustee of the Foundation, while Tom Clarke is a British based Australian, and a respected historian. Volume 2 of *The Roycean*, which he edits, is due out as we go to press; Volume 1 was reviewed in our 11-1.

The title comes from the Australian writer Dorothea Mackellar, herself an enthusiastic driver of her father's 1911 40/50 hp Rolls-Royce, who included a stanza starting "I love a sunburnt country, a land of sweeping plains" in her poem "My Country." The book's goal is to document the cars, and those who cared for them, in what soon became the Company's third largest market, and to give credit to the Australian coachbuilders whose work clothed so many of the chassis. Australian conditions were harsh, and the local bodies were much more stoutly built than their British equivalents, while a substantial local duty of 35% applied to imported bodies.

To those fascinated by the 40/50 hp Rolls-Royce, *Sunburnt Country* will provide many hours of pleasure in delving into the early days of the Silver Ghosts in Australia. By 1915 there were

26 Rolls-Royces in New South Wales alone, and the Company had in 1914 despatched B.A. Peat to supervise their distribution and maintenance. He made a trip to New Zealand before 1916 to overhaul Rupert Morrison's 1142 in the Wairarapa, using local labour who were not impressed by his imperious manner, but by 1918 Peat had hired Fred Wilson and Bert Ward, and by those felicitous choices established the respected service depot for Rolls-Royce products which has continued in Bert Ward's, Peat's successor Alf Appleby's, and succeeding generations of Applebys and Wards to the present era.

The first one hundred and seventy-three pages are taken up by 30 hp, 40/50 hp and 20 hp cars and their histories through the "boom" years of the 1920s, with many illustrations of the highest quality available. Subsequent chapters cover the thriving Victoria, South Australia, Western Australia and Queensland based agents' activities once Rolls-Royce Limited ceased their direct representation in Australia in 1931 (although the Company revived this in 1946); forty-seven pages devoted to an exhaustive study of Australian coach-building, including many built on second-hand chassis imported; "Late Arrivals" in Australia; "The Boom Years Return 1940s - 60s;" "Duty and Beyond" covering cars used by the armed forces and government; sales totals of the era covered by the book of 1105 cars; and extensive indexes by owners, registrations, chassis, and general.

Sunburnt Country has been the inspiration for Roy Tilley, our Technical Officer for post-war cars, to write the equivalent history of the cars in New Zealand, and he is working hard on this project, using his own research and the information bequeathed by the late Ken White and Michael McDonald, while welcoming contributions and suggestions from us all.

Since *Sunburnt Country* was published in 1999, more material has been discovered, and the Foundation's web site generously allows custodians of the book to download the 80 pages and 130 photographs to supplement this indispensable book.

ATK

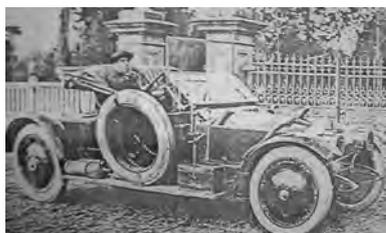
Matters Ghostly - Following Rob Carthew's "1671" in 10-4

"Waite was a wizard at anything mechanical and believed the French Darracqs were of exceptionally good design. Carlyon bought a 15hp model for a start, but imported a 30-40hp Darracq in 1906, then one of the most powerful and fastest cars in the country and capable of 50 mph. When the Auckland agents of Darracq heard of Waite's feats of driving the French cars around Hawke's Bay roads they presented him with a gold watch for having "driven a Darracq automobile for 30,000 miles without an involuntary stop".

"Like many before and after him, Carlyon aspired to the Rolls-Royce class, but in those days a fat wallet was not enough. The Rolls-Royce Company shuddered at the thought of one of their automobiles bouncing around on New Zealand roads and told Carlyon so. However, the station owner was not to be denied, for he bought a chassis in the Midlands (#1671) and had it finished with a white-painted body in London. Hawke's Bay goggled when the 40-50hp limousine raised the dust at speeds of up to 80mph. Waite drove the Rolls-Royce for many years and only ever replaced a fan belt.

"A mark of Carlyon's enthusiasm for motoring was the difficulty Waite had in persuading his stubborn employer to take a back seat under cover when it rained. If his chauffeur was getting wet, then Carlyon saw no reason why he should remain dry and so sat up the front with Waite. They were known to emerge bruised and bloody from a trip in a hailstorm, but there was always a decanter of whisky waiting at Gwavas."

From *The Veteran Years of New Zealand Motoring*: P. MacLean and B. Joyce. (A.H. and A.W. Reed Limited 1971.)



From *Yesterday's Motoring* by Graham Cowie, The Heritage Press, Waikanae 1991 "The first Rolls-Royce in the Wairarapa was the 1914 two-seater Silver Ghost, belonging to Rupert Morrison of Blairlogie Station. It had a rather stark body, but driven by the fearless Rupert it put up some remarkable times from Blairlogie to Masterton, and from Masterton to Wellington. But, unlike the size of the fisherman's catch, these times became ever shorter in the telling, and noting these times now and remembering the state of the roads at the time and the maximum speed of the car, it is obvious that they were impossible. Nevertheless, when Rupert was on the road, word was soon passed on, and prudent motorists left their cars in the garage.

"There is the story of the Rolls-Royce mechanic who came out to check the car and stood immaculate with pinstripe suit and gloves while H.J. Jones's mechanic did all the work. The Rolls-Royce man did do the bearings, but these had to be done again by the 'bush' mechanic before the car was driveable.

"The car certainly became a legend in its time. Rupert died in the influenza epidemic in 1918, and the car returned to Australia." (This was 1142, a Barker bodied short chassis, off test in July 1909; see mention above in *Sunburnt Country*)



RANKIN: SPIRIT OF ECSTASY – AN ART COMMISSION FOR ROLLS-ROYCE MOTOR CARS

In the year that celebrates the centenary of the Spirit of Ecstasy, Rolls-Royce Motor Cars today announced details of a very special commission. Over the next months, 100 images inspired by the Spirit of Ecstasy - the figurine famed for its prominent and defining position on the bonnet of every Rolls-Royce - will be captured by renowned photographer Rankin. The first two images in the *Rankin: Spirit of Ecstasy* collection are revealed today.

Like Charles Robinson Sykes, the man who crafted the legendary Spirit of Ecstasy flying lady one hundred years ago, Rankin takes inspiration from the beauty and sensuality of the feminine form. Just as Eleanor Velasco Thornton is rumoured to have been Sykes' muse for the Spirit of Ecstasy, so Rankin has turned to his inspirational wife and model Tuuli Shipster for the first of his 100 portraits.

Spirit of Ecstasy #1 launches a commission which sees Rankin offered full artistic licence to create a modern and very personal interpretation of the Spirit of Ecstasy, an unprecedented approach for a brand like Rolls-Royce Motor Cars and its iconic figure. Featuring Tuuli in silhouette, draped in flowing fabric, the image has undeniable resonance with the flying lady, echoing the qualities which inspired Sykes 100 years ago, whilst capturing the



mystery within which she is shrouded; for the question of whether or not Eleanor Thornton was truly the inspiration for the Spirit of Ecstasy 100 years ago remains one of intrigue and debate rather than hard fact.

The *Rankin: Spirit of Ecstasy* collection will evolve organically in the months ahead, incorporating a variety of themes as part of Rankin's exploration of the contemporary Spirit of Ecstasy. Power, the beauty of age, intrigue and mystery, speed, wind and metallic will blend with materials, fabrics and paint, to create an unprecedented selection of photographic portraits which will complement each other as a full set, but also work individually to ensure global appeal. The work will feature a selection of women of different ages and cultures, symbolising the femininity of the Spirit of Ecstasy.

"This is one of the biggest projects I have ever taken on," commented Rankin. "The images will be a statement about the modern day Rolls-Royce; they will feel fresh, directional and original, while also being beautiful and inspirational. The portraits will comprise a variety of perspectives, including full length as well as close-up shots incorporating facial features – an eye, a mouth – to reflect a unique interpretation of the figurine's connotations, while quietly symbolising its classic underpinnings."

Torsten Müller-Ötvös, Rolls-Royce Motor Cars CEO added, "Rankin's powerful portraits are part of contemporary iconography. His talent for capturing the strength and character of his subjects makes him the ideal photographer to take the Spirit of Ecstasy into the 21st century. I very much look forward to presenting this unique photographic collection to the world."

Rankin: Spirit of Ecstasy will tour throughout 2011. Original portraits will be presented at a range of events across the world. In addition, Rolls-Royce owners and guests will be invited to a series of exclusive private views at Rolls-Royce showrooms in the months ahead, starting at Rolls-Royce Motor Cars London on 10 May.

For more information on this unique photographic collection and the locations where it will be presented over the coming months, visit www.rolls-roycemotorcars.com/rankin

Northern Region News - Glynn Williams Reports

Sunday 20 March was our visit to the newly restored Pah Homestead in the Grounds of Monte Cecilia Park. It is a magnificent spot with views in most directions and although it is surrounded by suburbia, you would think you were somewhere out in the country. The old homestead has recently had extensive renovations and is back to mint condition.

It was a fine day and the place was crowded; in fact it was hard to see who had what car, as the car park was full. I did spot the Urquhart 20/25, Williams Corniche, Chatterly Flying Spur, Worthington S1 & my Mark VI.

We were about to be reprimanded by the manager of the day for turning up unannounced, but once she learned that we had made several calls and visits organising our attendance, the tone was more welcoming.

We enjoyed our viewing of the artworks and it was interesting to observe members' facial expressions as they viewed the exhibits. Some exhibits were clearly not going to be taken home to hang above the fireplace.

There is a good cafe on site, and most of our members enjoyed afternoon tea on the extensive veranda.



A selection of Central Region cars outside Bristol Motors

On Sunday morning 10 May we were the guests of David Wilkins and Neil Ryder of Bristol Motors in Lower Hutt.

Three Bentleys, five Rolls-Royces and one Armstrong-Siddeley Sapphire attended, and we were pleased to welcome Merv Warner and Lottie Egarr from New Plymouth.

There were many interesting vehicles in the workshop including a 'new' arrival for Harbour City Funeral Homes Ltd., a 1950 Silver Wraith Hearse, WHD5. This vehicle is very original, with its stark and traditional coachwork as ordered and constructed by its first owner, the renowned Scottish Co-operative Wholesale Society Ltd. That company is famous for amassing the world's largest fleet of Rolls-Royce motor cars and in the 1960s had a fleet of 240 of them, which they used almost exclusively for weddings and funerals.

One of their largest orders, for thirty Rolls-Royces, specified 'without heaters or radios', which mystified the Rolls-Royce sales department. The Co-op's explanation: "Most of our customers take only one ride in them". WHD5 must have been one of them because the original Build Sheets specify, 'no radio installation required'.

Apparently this vehicle is to undergo a full restoration and will then go into service alongside Harbour City Funeral Homes' other Rolls-Royce, 1989 Silver Spur HCH20891. We are pleased that Simon Manning and Brad McAneny, owners of both these vehicles, have just joined our Club.



And, inside, the Phantom VI PRH4583 (Above) and (Below) the Silver Wraith WHD5

So, when WHD5 is completely restored, Lower Hutt will be the Rolls-Royce Hearse Centre of the country with four such, (including Crofts' Silver Cloud III long wheelbase CCL77 and Gee & Hickton's ex NZ Government Phantom VI PRH4583 (see above) which was in Bristols for routine maintenance and servicing).



David and Neil were most enthusiastic hosts and showed us the wide range of restoration work that they undertake. In fact, they do all aspects of restoration work except for painting, which is farmed out to a select group of local specialists. Our thanks go out to both of them for their time and hospitality.

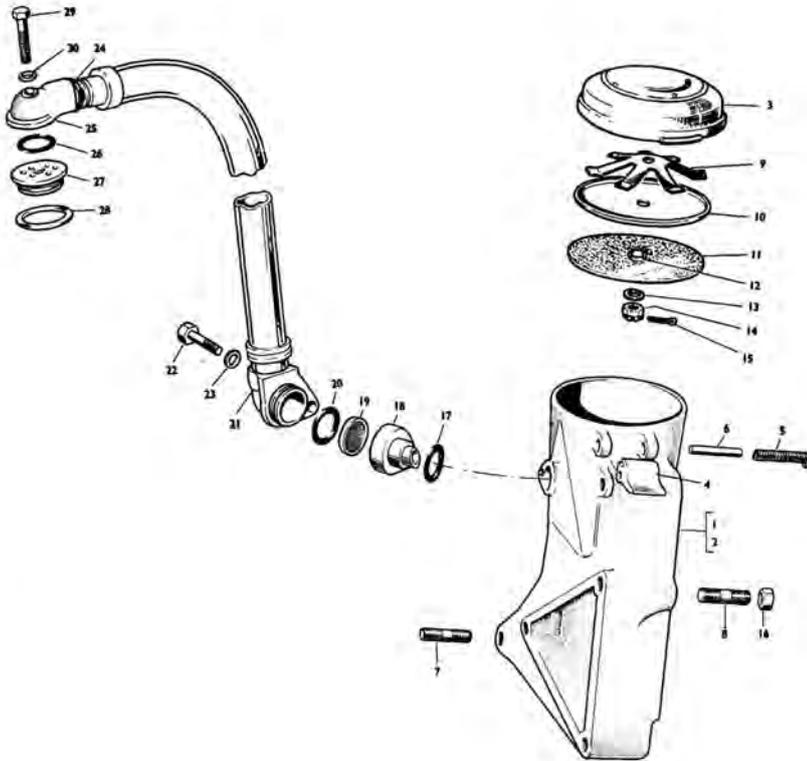


As a pleasant memory of summer, here is Ian Jefferis's Silver Cloud 2, SYD478, in original Sand over Sable, on an impromptu Southern Region run to Peel Forest

How to Keep Your V8's Oil in the Engine (rather than on the garage floor or on the road) by Roy Tilley

PARTS LIST

ROLLS-ROYCE SILVER CLOUD II,
BENTLEY S2, BENTLEY CONTINENTAL S2.



ENGINE -
OIL FILLER, MOUNTING BRACKET
AND ENCLOSED BREATHER

Page No. A7/1

All Rolls-Royce V8 engines (Silver Cloud II, S2 and later) have a flame trap in the breather pipe between the crank case and the inlet manifold. The function of the breather pipe is to channel crankcase oil fumes back into the inlet manifold, so that they will be burnt, along with the fuel/air mixture, rather than blowing out into the atmosphere. In order to prevent any possible backfire from heading back down into the sump and igniting the oil there, a flame trap is fitted into the breather pipe.

This flame trap consists of one or more small discs of brass or bronze wire mesh held inside a brass ring. With time, the holes in this mesh will get clogged with carbon and the crankcase will cease to breathe. Any combustion gases seeping past the piston rings will therefore build up pressure inside the crank case, and these gases, along with the lubricating oil mist, will blow out past the oil catchers between the rear main bearing and the torque converter or fluid flywheel.

Therefore before your excessive oil consumption starts you thinking about reconditioning your engine, clean, or, if necessary, replace your flame trap and the O-rings at each end of the breather pipe.

Drawings of the relevant areas of your engine are reproduced.

This procedure should be part of the Annual Service for the car.

Silver Cloud II & III and Bentley S2 & S3

The flame trap is item number 19.

You undo just two bolts, numbers 22 and 29 in the drawing (above)

Silver Shadow, Bentley T and later

The flame trap is item number 21.

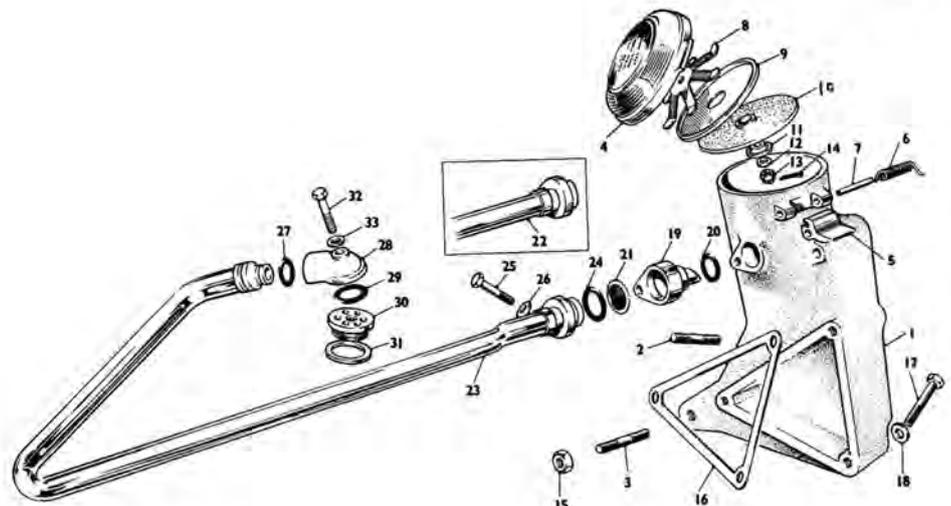
You undo just two bolts, numbers 25 and 32 in the drawing (right)

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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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Bumpers (chrome) front, right hand corner.

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Roy Tilley (NZRR&BC Technical Liaison Officer)

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VEHICLES FOR SALE

2002 BENTLEY ARNAGE



Amethyst blue with Tangier beige hide upholstery and black carpets. Fully serviced recently by Bruce McIlroy Ltd. Mileage 95800 km. Excellent condition. \$120,000.00.

1994 BENTLEY TURBO R



Red Pearl Mica with sandstone upholstery and cherry red carpets. Burr walnut veneer. Serviced by Bruce McIlroy Ltd since 2007. Excellent condition. \$45,000.00

1991 BENTLEY TURBO R



Royal blue with slate upholstery and granite carpets. Mileage 91101 km. \$38,500.00. ARRIVING SOON.

1994 ROLLS-ROYCE SILVER SPIRIT



Sherwood green with beige upholstery and conifer carpets. Burr Elm veneer. Has been serviced by Bruce McIlroy Ltd for 10 years. Excellent original example. \$45,000.00

1985 ROLLS-ROYCE SILVER SPIRIT



Georgian silver with blue hide upholstery & red carpets. NZ new vehicle originally supplied to titled owner & has had 2 owners since. Has handbook & all tools, 98,000 km. Serviced by Bruce McIlroy Ltd since 1998. Fine example of this model. \$40,000.00.

1953 BENTLEY R TYPE



Tudor grey with light grey hide upholstery piped in dark blue, with dark blue carpets piped in light grey. Same family ownership for the last 20 years. Manual transmission. Has handbook and tools. Original condition. ARRIVING SOON.

At Bruce McIlroy Ltd we exclusively restore and service Bentley and Rolls-Royce motor vehicles ranging from 1907 Rolls-Royce vehicles to the present day Bentleys. Our workshop is equipped with the latest technology to carry out hydraulic, mechanical, electrical work and panel fabrication on Heritage and modern vehicles. Our technicians are Crewe factory trained.

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



New Continental GT - Arriving Soon

Our Royal Ebony demonstrator is just completing production in Crewe, and should be here late May. It has all the grace and finesse that one has come to expect from a modern day Bentley. Price from \$395,000.



Bentley Mulsanne

The Mulsanne is one of the world's most exclusive production vehicles. Its level of luxury is unsurpassed thanks to the master-craftsman's attention to detail. Orders accepted for late 2011 delivery. Price from \$595,000.



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.



Bentley Continental GT Convertible 2007

Dark Sapphire, Hot Spur Hide interior, navigation, climate air, keyless-go, 21,300 kms, \$217,300.

Independent Prestige

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