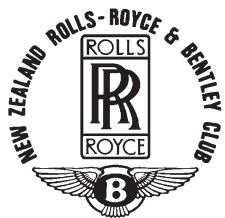


# New Zealand Rolls-Royce & Bentley Club Inc

Issue 11-4, 2011

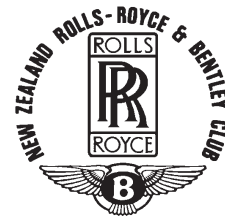






## THE NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC)

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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.

<b>FEES:</b>	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](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 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 \$NZ150. 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 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](mailto: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 new members:**

Derek C. Batts

42 Kohimarama Road

Kohimarama

Auckland 1071

(09) 528 98822 (021) 976 458

[derek.batts@xtra.co.nz](mailto:derek.batts@xtra.co.nz)

1966 Rolls-Royce Silver Cloud III Registration DCB

1993 Bentley Brooklands chassis SCB2EO2D8PCH46672

Registration CWA331

David Thomson and Margaret Morgan

P O Box 6503

Dunedin

(03) 487 9267 (027) 686 3711

[davidjthomson@xtra.co.nz](mailto:davidjthomson@xtra.co.nz)

1934 Rolls-Royce Phantom II Continental H.J. Mulliner Saloon chassis RY101

(In Family Trust with long-time Club Member Scott Thomson)

Kenneth Flanagan

232 Uppingham Road

Leicester LES 2BD

ENGLAND Tel: 0044 116 2766102

1978 Rolls-Royce Silver Shadow II Chassis SRH333000 Reg KJF999

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**CLOSING DATE FOR NEXT MAGAZINE: Deadline for receipt of all material for Issue 11-5 is 22 September 2011.**

*Front Cover: Photographed near Methven on a perfect winter Sunday, Southern Region cars pose for our photographer.*

*See report on Page 4.*

## Club Calendar

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

**Sunday 21 August:** Photographic Rally of Wellington and the Hutt Valley, in conjunction with the Daimler Enthusiasts' Club of Wellington.

Meet at the Caltex Self-Service Station on the Hutt Road at Kaiwharawhara at 2 p.m. Bring a street map, pen and paper, and a sense of humour.

**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.

**Saturday/Sunday 19/20 November:** our Central Region A.G.M. weekend in Napier. The Meeting is at 4:30 p.m. at the Masonic Hotel. Anyone requiring a ride, please let Roy Tilley or Martin Taylor know soon, so that collection from Wellington Airport can be arranged.

#### Southern Region

**Saturday 20 August:** Technical Day, including coffee, café and talking. The venue will be advised shortly.

**Sunday 4 September** is the first anniversary of an event most of us remember quite vividly. Ramon Farmer is organising a visit to the Greendale Fault, and some other fault traces which are visible. This early spring outing will probably take the form of a picnic lunch, and dinner at a suitable venue, perhaps Bealey Hotel, and there is the possibility of extending the run to a weekend event. There will be more details available in our next Newsletter, but do note this weekend in your diaries.

**Show Weekend Friday 11 to Sunday 13 November:** Long Touring Weekend, based on Dunedin.

**Late November:** 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 gathering for our end-of-year function.

### VCC RALLY 2012 – SINGLE MAKE VEHICLE ORGANISED RUNS 23 JANUARY 2012

I write to your Club, inviting your members to join the Vintage Car Club entrants on the Single Make outing during the VCC Rally 2012 being held in Wanganui from 16-26 January 2012. The Organising Committee also agreed to offer to your members who wish to attend the opportunity to register for a participants' rally pack at the cost of \$105 per person (GST inclusive). The pack will consist of:

- An entrant's bag.
- Free entry to the VCC Rally 2012 entrants' village at Springvale Stadium on Friday 20 January through to the morning of Tuesday 24 January 2012. This will give access to the food areas, as well as taking part in all entertainment that has been organised there for that period. All food will be at entrant's own expense unless a Club organises their own meal through the Rally Organising Committee.
- Free entry to Manfeild Race Track to observe the Manfeild Pomeroy Event for pre-1965 vehicles. They will also see the demonstration laps of famous racing vehicles from the Southward Museum at Paraparaumu.
- Free entry into the public day on Sunday 22 January 2012 at the Wanganui Race Course.
- Free entry into the Trade Show which will be held at the stadium adjacent to Springvale Park from Friday 20 January to Monday 23 January 2012.

I attach a copy of an entry form that you can photocopy for your members' use. Entry forms should be with the organisers by 31 October 2011. Please post to The Treasurer, PO Box 2012, Wanganui.

Winton Cleal, Single Make Club Coordinator.

Copies of the Entry Form are available from Rob by e-mail. If you would like one, drop Rob a message at [watcher@pl.net](mailto:watcher@pl.net)

In June 2013 the Rolls-Royce Enthusiasts' Club is organising a Centenary Celebration of the Rolls-Royce success in the 1913 Alpine Trials.

If you or any of your colleagues would like further information, please contact the prime organiser of the rally, who is Len Meades - e-mail [lenmeades@btinternet.com](mailto:lenmeades@btinternet.com) or Tel: +44 (0)1346 730 373.

### 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](mailto:watcher@pl.net)

## Mainland Comment

Back in the days when your editor was a very undistinguished undergraduate at Canterbury University, the academic year was split into three Terms as follows: Too Early, Too Cold, and Too Late. Since those times, foreign concepts such as Semesters, Trimesters, and Earthquakes have infiltrated what was a perfectly workable system, so that now nobody knows what is happening, to whom, and why. The only constant seems to be a season that is too cold to be much fun, so it seemed a good idea to travel to a warmer hemisphere.

Friends and family resident overseas didn't blench at the idea, and at various stages we travelled with our National Chairman, and Northern Region Chairman. We also met Lois and Richard Hadfield; Mary and Peter Morelli; Annabelle and Gavin Bain, all of whom were competing in the Bentley Drivers' Club Tour of Britain; and Greg Beacham, who was displaying the Phantom III 3BU186 at the Rolls-Royce Enthusiasts' Club weekend event at Rockingham Castle.

William Boddy died at the age of 98 on 7 July, closing a career of 81 years of association with *Motor Sport* magazine. Who could ever forget, at an impressionable age, the joy of finding a monthly publication catering to enthusiasts of "our" sort of car, instead of the weekly magazines from Britain, which seemed interested only in extolling the virtues of the latest crummy offering from what passed for mainstream motor manufacturers in those days. "W.B.'s" knowledge of history, particularly of the Brooklands Motoring Course, was amazing; indeed, it sometimes seemed as if he could not construct a sentence which didn't include the word "Brooklands." By all accounts he had a sense of humour which didn't often appear in his writing, but his early championing of forgotten marques in the Vintage Sports Car Club in the late 1930s is another legacy of his enthusiasm, and produced this gem: "When I was posted to Farnborough at the beginning of the war I took steps to acquire another 1924 Gwynne Eight, a funny little car with a coupe body so rude that intimate friends said that it should be made to wear a skirt." Goodbye Mr Boddy, and thank you for a lifetime of erudition.





*No comment is really needed, except to identify the cars as 3DL22, B49MX, and B274MN, and the scenery as typically Canterbury on a fine winter day.*

Geoff Walls, our National Secretary, had the idea for a High Country Run, and explored various venues, most of which seemed to be in hibernation for the winter. Geoff, despite having trimmed 10 kilograms from his person, still has an appetite for a good café, so the winter run evolved into meeting at Dunsandel Café, heading up the road through Hororata towards the foothills of the Mt Hutt Range, stopping for lunch at Marya Trengrove's Primo and Secundo Café at Methven, and then calling at Barrhill on the banks of the Rakaia River.

Your reporter had the task of compiling the Southern Region Newsletter, but his return from overseas to face earthquake damage to telephone lines meant that the July Newsletter was distributed somewhat later than optimum.

Consequently, just five cars, four Bentleys and a Rolls-Royce, gathered at Dunsandel on a crisp and cloudless Sunday morning, but the smaller number meant that with a little Kiwi-style rearrangement of the furniture, the twelve of us were able to form a congenial group around the table at each establishment. The five cars comprised two Derby products: John Ferguson's glorious Thrupp and Maberly Phantom III Touring Limousine 3DL22; Bruce McIlroy's 4¼ litre Jack Barclay Pillarless Saloon B49MX; Geoff Walls's Mark VI early "big bore, small boot" Standard Steel Saloon B274MN; the Kings' T Type SBH10636; and Vicky and Oliver Newbegin in their delectable Continental "R" Coupé

SCB2B03A5NCH42184.

The Southern Region has a long history, probably instituted by our Past Chairman, Henry Green, of ensuring that good coffee stops are provided, and, suitably fortified, we travelled on roads with so little traffic on them that a convoy was not going to cause inconvenience to other road users. In case Stephen Fowler was home at Shangri La near Windwhistle, we called, but he was away, since the renovations he has commissioned make residence at home inconvenient at best.

From there we crossed the Rakaia River at the Gorge Bridge, and, after an excellent lunch in Marya's fascinating café cum curiosity shop at Methven, we followed the course of the river's south bank to the restored gate house for Corylon, the substantial house John Cathcart Wason built in the 1870s. He laid out a "model village" nearby, where his tenants were expected to live. Fifteen cottages were built amidst deciduous trees, along with a school, a blacksmith's "smithy," and the Church of St John the Evangelist, where on 8 July 1877 the first church bells to ring in South Canterbury, pealed forth. Wason's would-be tenants discovered that they could buy land just as cheaply as he, and when the railway took another course south, Wason returned to Scotland.

Today there are just the schoolhouse, one house, and the church remaining among the very mature trees and lanes, along with



some more modern houses which still retain a 19<sup>th</sup> Century appearance. Church services are held each second Sunday, and it was quite an emotional experience to enter an undamaged and obviously cared-for church, and one left open for the casual visitor.

So we passed a pleasant and low key Sunday, spent in congenial company, both of people and cars. Thank you, Geoff, for organising the event.



*A modern classic like Vicki and Oliver Newbegin's Bentley Continental "R" is a complex beast, and so is its chassis number SCB2B03A5NCH42184.*

*Just over 134 years ago, the bells of St John the Evangelist were the first to be rung in South Canterbury. Here are Geoff Walls and Oliver Newbegin reading every inscription.*



*John Ferguson's Phantom III Thrupp & Maberly Touring Saloon 3DL22, in its original shade of Birch Grey, and St John the Evangelist Church, Barrhill.*  
NZRR&BC Issue 11-4



## Southern Region Queen's Birthday Tour and 40th Anniversary Report by Alastair Scott

The Southern Region held a successful Queen's Birthday Weekend tour, with several options being exercised, so that some spent Saturday night at Oamaru, some at Dansey's Pass, and the rest had two nights at Lake Ohau Lodge. There, our Club's 40<sup>th</sup> Anniversary was celebrated in style on Sunday night, with a superb dinner. We retired to our beds replete, and ready to contemplate to-morrow's home-ward journey.

Queen's Birthday Monday dawned clear, and after breakfast, which was hardly necessary after the previous night's feast, we all managed to meet up at D.O.C's Twizel field station at 11-00 am.



*Keith Hunter's photograph of our group at the Black Stilt site  
Further photographs are on Page 18*

This part of the tour had been organised a month earlier, and we were met by two staff members, Eddie and Michael, who then split us into two groups. While one watched a video, the other group were watching the stilts with binoculars from another room, and then the groups swapped over. The stilts were in a large predator proof aviary about one hundred yards away.

The video described the work carried out, for example watching the birds laying eggs, then removing the eggs and putting them into incubators, where they eventually hatch, and then the time consuming work of feeding the chicks until they are big enough to go into the aviary with the older birds, and eventually their time to be released. Some of the birds have been released into the Isaac Wild Life Reserve at Harewood.

The video also described the predators, and, in addition to the obvious, feral cats, ferrets, weasels and stoats, the worst of all, according to our guides, was the hedge-hog! I will never again think of the hedge-hog as a harmless sort of creature. Another point of interest was the predator kill board, with numbers either trapped or shot each month on a white board; very similar to the one at the Albatross Colony on the Otago Peninsula.

After that we all got together again, and were shown the various traps which are used. This part went off with a bang; well, at least one trap, which was quite noisy.

After thanking our guides for their informative work, we mounted our steeds and headed home-ward.

I would like to record my heartfelt thanks to Ursula and Paul, Rangers for Community Relations for organising this part of our tour, and having Eddie and Michael to guide us around.

## Northern Region Report Report and photos by Susie Williams

During the first weekend of May, a small and enthusiastic group from the Northern region (Glynn Williams; Winsbury and Gaye White; Bob and Alison Coughlan; and Kevin and Sue Williams) were joined by Michael Midgley for our "Waikato Weekender."

We opted to avoid SH 1 in favour of the less travelled and quieter roads west of the Waikato River, and truly appreciated the ease of motoring in lovely autumn colours and balmy weather. We stopped en route at Nordell Restorations in Te Awamutu to view an outstanding example of New Zealand small business expertise



*Dinner at the Waitomo Caves Hotel, with Northern Region Chairman Glynn Williams, and Secretary Susie Williams, closest to the camera*

in the restoration of Bugattis, and were joined by Dick and Naomi Neill and Colin Boyle.

The Waitomo Caves Hotel and the region had memories for many of the group, and a pleasant evening recounting tales and appreciating the past grandeur of the hotel was enjoyed by all.

The next day, members explored the area at their leisure and the following day we enjoyed a "Tiki Tour" of the area and a visit to a "barn" which revealed an enviable collection of vehicles (including three Bentleys) and interesting motoring memorabilia.



*This early 3 litre Bentley TT Replica, Chassis 260, was for many years owned by Ron Hasell.  
Its engine is now one of the 4½ litre examples built in Canterbury*





*Cars from 40 years ago: (from left) Stephen Atkinson and SGE326; Jim Atkins and B343NY; Roy Savage and SDB138*

### **5<sup>th</sup> & 6<sup>th</sup> June. Our 40th birthday.**

This was celebrated by a re-enactment of the Club's first event, which took place on Queen's Birthday, 1971. Predictably, the weather this time, a steady downpour, was exactly the same as on that first event, but then, 'it always rains on Queen's Birthday' so we couldn't really complain.

We identified the following participants in the first event and specifically invited them to join us this time with their vehicles as appropriate:

Roger Lloyd, our founder and original organiser, originally in an S1 Bentley but this time in his Silver Wraith II.

Jim and Sue Atkins still in the Mk VI, B343NY, that they brought to the first event,

Scott and Barbara Thomson, originally in a Mk VI, but this time in their S3 Bentley,

Merv Warner originally in an R-Type Bentley and this time with Lottie Egarr, in a Wolseley 4/44.

In addition, the following cars that had taken part in the original event came along this time, albeit in the hands of different owners:

Silver Cloud I, SGE326, owned then by the late Ken Boosey, but now owned by Stephen Atkinson who brought his wife, Rachel, and their two sons from Auckland.

Silver Dawn, SDB138 owned then by Don Urquhart-Hay, now owned by Roy Savage.

Other participants included Barrie Benseman in his newly-acquired 2001 Bentley Arnage, Gary and Helen Nichols in an S2 Bentley, Doug Majors, Elliott & Carol Snelling, Roy & Lesley Tilley, and Ken Eason with Colleen Duncan & Rob Eason, all in Silver Shadows, and then Clive Edmonds & Wendy Bryce and Bill Pyne in Silver Spirits.

The first stop after negotiating the major road re-alignments on the Rimutaka Hill Road, was at the Wairarapa Museum in Featherston which had grown from a privately-owned collection of old-to-antique communication equipment from a discontinued telephone

exchange, but now including such items as the display shelves from a local shop, old radios and other domestic items which many of our members recalled having seen in active use in their parents' and grandparents' houses.

From there we headed to Mount Bruce for lunch and such photos as the weather would allow, before heading off to Feilding. There, some of us visited the Steam Traction Engine Museum, and all of us then checked in at the Raceway Court Motel for dinner and for the night. It was good to find a motel with a good restaurant, comfortable accommodation and plenty of parking spaces.

After dinner, Roger Lloyd gave us a brief dissertation on how he came to form this Club, initially intended as a branch of the Bentley Drivers' Club. However, because of the small number of likely members in this region, Roger risked, and suffered some unpopularity from the BDC of the day, by opening us up to Rolls-Royce owners as well. However, the wisdom of his decision has been shown subsequently to be more than justified.

Monday morning saw us visit Overton, a most majestic and historic nine-bedroom house, dating from the 1880s. The owners, Charles and Lesley Duncan are constantly restoring one or other aspect of the house but only after consultation with the Historic Places Trust, with whom Overton is registered as a historic place. Being built entirely of concrete, it is believed to be virtually earthquake-proof. Certainly it has been to date.

The drive back to Wellington was punctuated by a lunch break and visit to Owlcatraz, a haven for rare native owls, given names like Owl Capone, Owl McPherson and Michowl Jackson.



*Roger cutting the 40th Anniversary Cake*





*Queen's Birthday Monday, with the Central Region cars assembled in front of Overton*

It was with considerable pleasure and enthusiasm that we celebrated The Club's 40<sup>th</sup> Anniversary by re-enacting our first outing which was to the Wairarapa at Queen's Birthday Weekend. Of the original nine owners who took part on Queen's Birthday 1971, Merv Warner, Jim Atkins, Scott and Barbara Thomson and I participated.

Various places of interest were visited during the Sunday and eventually we stayed overnight at Feilding. The Dinner that evening was very much a time of reminiscing over many wonderful events, places of interest visited and making many new friends, all having at least one thing in common; the ownership of a Roll-Royce or Bentley motor car.



*We don't have a photograph to hand of the 40<sup>th</sup> Anniversary ceremony, but here is a pre-enactment, with (from left) Roger Lloyd, Roy Tilley, and Merv Warner.*

How fortunate we have been! A special 40<sup>th</sup> Birthday cake had been prepared and was served.

Monday morning presented us with a lovely clear summer-like day which took us all on a delightful drive via glorious Manawatu farmland to Overton, a very grand and historical jewel of New Zealand.

The home is early English-Tudor, beautifully proportioned, that portrays the ultimate in grandeur. The present owners since 1986, Lesley and Charles Duncan, gave us the background to this fine home. It was originally built and owned by the Arkwright family from England.

The entire weekend proved to be a great success and our warmest thanks go out to Lesley and Roy Tilley for their input to make it so. In 2021 it will be our 50<sup>th</sup> – that ought to be quite an event and I look forward to seeing you all there!

Roger Lloyd (founder)

#### **1st July Solstice Dinner.**

12 members gathered at the Wellington Club for our annual solstice dinner, hosted as usual by William Giesbers. Our guest and guest speaker was the British High Commissioner, Her Excellency Mrs Vicki Treadell, CMG MVO, whose address was entitled 'The Challenges of a Modern Diplomat – The New Reality'. In it she outlined the now much-revised culture within the British Foreign and Colonial Office as it was in the 1980s, and the restrictions then placed on

women within its ranks, together with her experiences as a young single woman on her initial postings to Pakistan and Malaysia.

The most outstanding aspects of her career to date have been leading her teams in their responses to the terrorist attacks in Mumbai in 2008 where she was Deputy High Commissioner to India, and to the Christchurch earthquake in February this year. In both cases she and her team from the respective High Commissions had the task of identifying and helping British nationals in whatever ways were appropriate. This would include contacting families in cases of injury or death, assisting with lost travel documents, and arranging for teams from UK to assist in victim identification and search & rescue. Although the UK SAR team had the furthest to travel, they were apparently the first to arrive in Christchurch, thereby enabling the local teams to take time off to look after their own homes and families, and to take some well-earned rest. This spreading of the load of course applied equally to the teams from the British High Commission themselves, as people can work 24 hours a day in an emergency situation for only so long.

By virtue of her office as British High Commissioner in New Zealand, Mrs Treadell also holds the position of the Governor of Pitcairn Island, which position has more than its fair share of problems, if only because of the difficulty of access. The lack of airfields on the island means that, in order to spend two days there on business, the protracted travel to and from New Zealand means an absence from these shores of two weeks, a sizable slice out of any busy working year. And Pitcairn's population of only 54 souls also results in disproportionate economic problems that can probably be solved only by major changes in local attitudes to the concept of self-sufficiency.

Finally, the High Commissioner's address covered the extent of investments being made in Britain by overseas interests, and by



*Roy and Lesley Tilley at the Art Deco celebration, aboard SCAZ3981*





(Top left) Roger Lloyd at play on the lawn at Overton  
(Above) Douglas Majors, Rachel and Stephen Atkinson  
(Below) Clive Edmonds and Wendy Bryce with their Silver Spirit SCAZS0005CCHO4581

Britain overseas, and the importance of her mission, which she clearly performs with great enthusiasm, to maintain and extend political and commercial relationships between Britain, the Commonwealth and the rest of the world.

#### Art Deco Weekend in Napier July 15-17 2011

This Napier winter Art Deco weekend was admirably organised by a stalwart group of volunteers led by “Bertie” and “Penelope” with support and cooperation from The Art Deco Trust, The Hawkes Bay Vintage Car Club, The Hawkes Bay Jazz Club, and several other organisations.

Friday night started with “Flaunt yer Fur” where the ladies related the history and stories behind their furs – club member Wendy Bryce was one of the first to step up to the microphone.

Next was a re-enactment of “The Steam Radio Show” with volunteers from the audience, and Club member Dick Neill put on a grand performance.

There were activities and vintage cinema screenings on Saturday, an antique fair open all weekend, dances and parlour games.

Sunday’s big event was a 49 kilometre car rally with all manner of vintage cars touring Napier and its environs, looking for pieces of a jigsaw puzzle, and culminating with Afternoon Tea at the Masonic Hotel. The weekend closed with the Hawkes Bay Jazz Club inviting all to an evening performance at the Cosmopolitan Club on the Marine Parade.



(Below left) At Overton, Silver Spirit SCAZS0005CCHO4581 and Silver Dawn SDB138

(Below right) Wendy Bryce at the microphone  
(Bottom right) Dick Neill recreating Steam Radio





# Tommy Thomson and Rolls-Royce

## Part Three: A Friend Indeed

### by Scott Thomson

We left Tommy around 1947 with 1FW as his camping car, or does 'safari car' sound better? The Citroën was regular transport, cramped for five people. Moreover, the Citroën, and one owned by the family firm, developed an appetite for crown wheel and pinion units.

#### AMERICAN ADVENTURES

Tommy followed his father's loyalty to things British, but their company relied on American production plant and the truck fleet was also mostly American. Before the war they had tried various interesting cars, and a ride in a friend's Buick left them uneasy when comparison was made with their Austin, and, indeed, Citroën.

Tommy valued his contact with Derby, but a new Rolls-Royce at post war price and tax was out of the question. He needed a roomy car and liked big ones, but new cars of any sort were unavailable without overseas funds - or a long wait. Somebody indicated that a new Packard could be available, a highly respected make with that Merlin accolade.

Just why he subsequently turned down the Packard I could never discover. He stated it was very nice, but lacking in performance, so maybe it had the smallest engine option. Instead, Tommy used his fleet connections to buy a 1948 Ford 2 door Sedan Coupé with the optional 90hp Mercury engine. It was deep red, had a radio and heater, and made a fine show. It came with an excellent workshop manual which Tommy said was the finest he ever saw.

Then a packet arrived from Rolls-Royce. This contained a booklet of the Derby Battle of Britain window dedication. The accompanying note stated that copies were being sent to guests, and to friends, who for various reasons could not have been

the last phrase greatly affected Tommy Thomson. Britain was struggling to re-establish normal life and indeed food parcels were still being sent from New Zealand. Tommy had followed the war-time exploits of The Firm, and post war developments and second hand prices. He felt he had been disloyal and that he had stepped outside the circle.

The Ford no longer smelt and felt like a new car. Little things failed; it would drop a cylinder, and, worst of all, the steering frightened him. A puncture at very modest speed on a wet night nearly turned the car over. It hated gravel. Yes, it was fast – the manual said 91.5 mph – but one venture to 70 was more than enough.

#### LONDON LETTERS

Dominion Motors held the Rolls-Royce agency, but Tommy was bitter and dismissive of them, feeling they had not put much effort into promoting Rolls-Royce. He would deal directly, as in the old days.

Early in 1950 he wrote to London, asking for help locating a suitable early Phantom III, or just possibly a late Phantom II Continental.

The letter from Dunedin came up at the daily Conduit Street business meeting. Tommy, like many people, did not know that up to 1939 Rolls-Royce had kept up a steady business in assorted used cars. Good examples, traded in against new orders were sold on informally through trusted London dealers. This arrangement, which went back to the days of C.S. Rolls, had lapsed. The Show Room manager was therefore of the opinion that they should advise Mr Thomson that they were unable to help.

#### ENTER Esd.

Tommy however had a friend, as yet unknown, in F.C.T. Evershed, the deputy at Conduit St. Frank Evershed had been born in Auckland, and though he had left at the age of two, appreciated the problem of a man in distant Dunedin. Esd, to give him his Rolls-Royce identity, felt they should help.

Tommy was gently steered away from Phantom IIIs and sent a clipping of the sort of Phantom II he was after. Letters with a magic crest arrived regularly, assuring Mr Thomson that his request was receiving their best attention. That seemed puzzling, as *The Autocar* – three months late – had plenty of 'delectable' Phantoms around the target price of £800.

Uncertainty was in the air. Tommy had a health scare, the Korean War had begun disastrously, and in Britain the Labour government announced massive rearmament. Long term friends questioned if purchase of such a car at such a time was practically or socially desirable. But Tommy went ahead to secure overseas funds and an import licence.

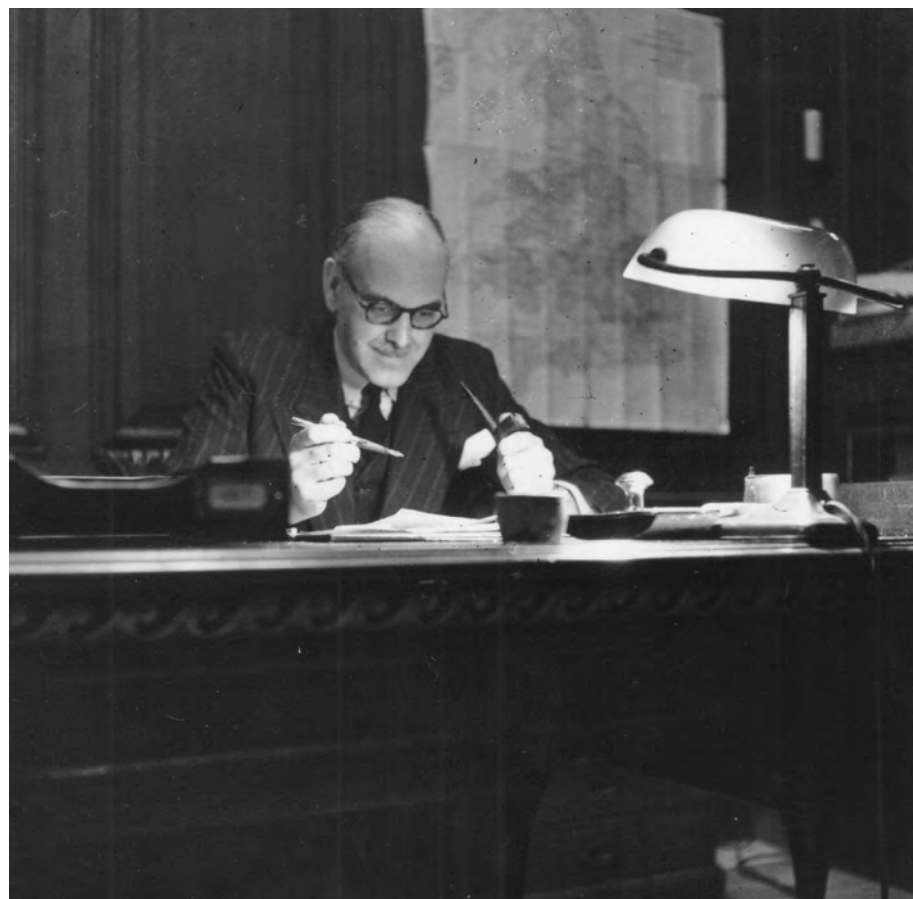
Finally on 14 November a telegram from Conduit Street arrived. A 1934 Phantom II Continental sports saloon with division was available for £1,150. This was more than expected, but the sting was in the tail. 'Advise immediate action. Disregard our letter of 8 November.' The catch was that the letter in question had not yet arrived!

#### 101RY

Tommy didn't hesitate and soon received three communications.

First came a formal acknowledgement.

Second came the letter of 8 November, offering a good looking cabriolet de ville by Park Ward (90 PY) which Esd thought might suit, given that time was running on.



'Esd': Mr F.C.T. Evershed, later Showroom manager, 14-15 Conduit St at work. present.

How widely the booklet was distributed I do not know, but





"The very latest information on delivery is three years nine months, sir, and not, as I said in error a minute ago, nine months."

*Esd as Brockbank of The Motor perceived him a few years later when the Middle East market was developing well.*

Thirdly came a personal letter from Mr Evershed. Esd had served his apprenticeship at Derby in the Phantom II years and confessed a strong affection for the type, 'good examples not being easy to find.' Esd remarked that 101RY was a much better buy than 90 PY, 'which is neither one thing nor the other.' It had always been intended that the car would be overhauled by Rolls-Royce. Esd reported that 101RY was now at Hythe Road, and added in a postscript that the service manager had just phoned about some

other matter and remarked that the Phantom II was 'a jolly fine looking car'.

This was the beginning of a lifelong correspondence with Esd and other senior Rolls-Royce people. Tommy Thomson was eventually awarded his accolade – correspondence being coded to 'Tsn' in Rolls-Royce fashion.

#### MYSTERY

In 1990 I visited England, and was royally entertained by Esd and his sister, Mary Evershed. I learned a great deal, but only later realised I was being given a coded account of the fine margin by which 101RY was secured. Esd's first personal letter included congratulations to



*Almost: The Cabriolet offered just before 101RY became available.*

my father for his quick response, 'because another party was very anxious to buy the car.'

This is the moment to clarify and correct one or two details of 101 RY's history. Esd negotiated the sale with George Newman, respected dealer in Euston Road. Recently, it has been stated that



*101RY: The exile in Tommy did not like the 'colonial' gums in the 1950s picture until A.G. Elliot remarked that they reminded him of the South of France where the Continental Phantom IIs were tested. Tommy then circulated the picture fairly widely!*



it was owned on 14 November 1950 by another London dealer, Jack Barclay. As that was the date at which Tommy purchased the car, I can only conclude that Barclay was the other party anxious to buy 101 RY, and that he 'jumped the gun' in claiming 'ownership.' Rolls-Royce records state that in December 1950 it was owned by Central Garage Ltd, Croydon, Surrey. That makes no sense to me.

Overhaul in London, and notorious dock strikes in UK and New Zealand disrupted shipping, so that 101RY did not reach Dunedin

## **Tommy Thomson and Rolls-Royce**

### **Part Four: A Phantom in the South, by Scott Thomson**

Tommy sold a current American – every Kiwi's dream - to buy a 17 year old car he had never seen, with 57,000 miles behind it. He was taking a considerable risk of making a fool of himself. That everything worked out so well speaks for the fine workmanship of the car and the devotion of Tommy, backed by his own engineers. The Rolls-Royce service station manager agreed to include a spare fan-belt, the only spare that came with the car.

1 FW had been sold, so 101RY was my family's only car; No Rolls, no holiday. I had my first driving lesson in 1952 and still feel at home in 101 RY. Other cars just seem smaller- and sometimes rather wide.

Checking out Tommy's dream was absorbing. The Phantom was far more roadworthy than the Ford had been. The brakes were a revelation. Tommy expected that the Ford V8 would have better acceleration, the Phantom gradually winding up to a respectable cruising speed. Stopwatch timing showed this was not the case, the Rolls being considerably stronger throughout the speed range, even when normally started in second gear. The down-side was that the coach-built body had plenty of rattles and shakes, though many were gradually located and fixed.

#### **TROUBLES**

Tommy was anxious to do everything right, and as a result

for over a year – 4 December, 1951. Rolls-Royce records noted T.A.Thomson's ownership in May 1952. Records state - in error- that in May 1962 the owner was Thomson Limited, Dunedin. The family business never owned the car, which remained Tsn's personal property to the time of his death in 1992, when it passed firstly to me, and then to our family trust.

Tommy did not greatly enjoy long spells of driving, and, after a few trips, settled into regular weekend runs to the family bach at Waikouaiti. Generally, 101RY passed anything Tommy had a mind to pass except, very occasionally, a Jaguar. Smaller cars always pressed us down hill, but, going up, 7.6 litres came into their own. I recall Mk I Zephyrs and Volkswagens as being particularly aggressive on twisty roads, but these could be fended off, given a bit of straight. The then new northern access to Dunedin became our happy hunting ground, and large Americans were regularly caught on the hill and usually passed for good measure.

Then, quite suddenly at the end of the 1950s, it became apparent that we had an old car. Buckley's delightful book, 'Cars for the Connoisseur', put things in perspective.

Writing for the Rolls-Royce & Bentley Club, I need to stress what a lonely business owning a Rolls was in Otago at that time. A Twenty was occasionally seen, very much on its last legs. That was it, until we came across Harry Wilks from Invercargill who had just purchased a new R Type Bentley.

Early in the 1960s two things happened. Those great Southland enthusiasts, Willis Brown and Ken McMillan began popping in with older cars. Then Don Hunter at City Motors started getting in touch with NZ new, low mileage cars offered for sale.

Any reference to Rolls-Royce in the motoring press had always been dissected until Tommy could just about deduce the proportions of *The Autocar* 'tea-lady.' Esd at Conduit St always kept him well informed, but, until this date, Tsn's first-hand experience was confined to the two models he had owned.

#### **SILVER CLOUD**

The late series ex vice-regal Cloud I made a huge impression.

Tommy probably placed disproportionate importance on published performance figures. It grieved him that, after a victorious war, Britain was not producing seven litre cars with three figure top speeds. To his mind, the Cloud changed all that. When compared with his bench-mark speeds on State Highway 1, the Cloud I was not so much faster than the Phantom II. Uncertainty about which gear the automatic transmission had selected clouded the picture, but the Cloud I could clearly reach the Phantom's peak at five or six points on the week-end drive, instead of just one.

Furthermore, the Cloud was much more refined, and generated huge confidence on corners. Esd wrote, 'We can now do with 37

(RAC) horsepower what we required 50 to do before the war.' Hankering after a Phantom III virtually ceased. The issue became the right Cloud at the right price.

#### **BENTLEY**

At this point I left home, and, requiring a work car, bought a 1953 Alvis. An afternoon with Ken McMillan's Mk VI Bentley captivated me, and in 1965 it became mine. Almost the last 4 ¼ litre, B 361 LH was not quite as fast as the Phantom on the hills, but point-to-point times were considerably better. The Phantom is still delightful on smooth gravel, but the Bentley suspension and



*Christmas 1954 as seen by a Rolls-Royce card*

suffered troubles not of his making. A 'new' Dunlop on a front wheel exploded at 50 mph, leaving a mass of cords. The agents accepted no responsibility, stating that as the car was 17 years old, the tyre must have been the same. Tommy was furious, the more so as he intended to make full use of the performance of his new car. He switched to India tyres and had continual satisfaction until that firm stopped production.

He also had a great deal of lubrication trouble, the worst being an imported grade that went to a sort of dry rubber sludge in the rear axle. Sludging also led to a clutch job. The brake linings we fitted in the 1950s are still in place.





body strength were far superior on any rough surface.

Like the Alvis, my Bentley had to justify itself as a working car for a parish minister. We will never know how much of an issue this might have been, but taking the 'other radiator' into partnership seemed a more diplomatic step.

I will always claim I got value for money running the Bentley. In those days, 16mpg was not excessive, it was reliable, and when, alas, I decided to sell it in 1973, the depreciation could not have been matched by any car I might have bought new.

*Christmas 1968: Scott, with mother and wife Barbara on a Southland expedition with 101RY and B361LH.*

## **Tommy Thomson and Rolls-Royce Part Five: The Final Choice, by Scott Thomson**



*Tommy making a joke about the winged thing on B361 LH.*

In 1968 Thomson's soft drink business was sold, and Tommy bought one last car.

Bentley S3, (B38GJ) left Crewe in 1964. It was owned by Sir Walter Norwood, then Lindsay Anderson, and came to Dunedin in 1969.

Tommy, 'Tsn' to an increasing circle of Rolls-Royce pen-pals, appreciated the V8 power. Esd sent the publicity booklet with Tony Brooks's impressions, and that was useful regarding tyre pressures. With ignition well advanced, Tsn bought lacings of racing fuel, and for a few years passed everything on SH1. Rolls-Royce officials and owners were now visiting Dunedin, NZRR&BC Issue 11-4

and Tommy gained great pleasure from this. A good listener, Tommy hated the thought of flying himself, but aviation people also gravitated to his office and shared wartime experiences.

A country lover at heart, he was looking forward to retirement at Palmerston, Otago, with his cars and much of the engineering plant from his firm. Within weeks, my sister died after a short unexpected illness. Palmerston is a pretty close community. I shall never forget coming on a road works team as we drove into Dunedin for Jill's funeral. The men stepped back, and spontaneously, all removed their hats. Perhaps that other radiator is not as inconspicuous as we thought.

### **MAGIC CARPET**

Left with a frail wife and aged mother, the fire went out of Tommy. Palmerston was supportive. So was the Rolls-Royce network, A.G..Elliot confiding that he too had lost a daughter at an early age. In these circumstances, the smooth trouble free travel provided by B38GJ was just what he needed for pleasure and occasional jaunts round Otago and South Canterbury.

My Dad never liked shopping trips in Dunedin with city driving. In fact he never liked having other cars on his road. I told him the S3 was entirely suitable for the exercise - and proved my point by pulling an unexpected U-turn in a crowded street. He was offered an attractive Silver Shadow, but somehow the smaller car wasn't quite him.

Another blow around this time was the Rolls-Royce financial collapse. Tommy continued to do his own work on the Phantom, sometimes machining new parts. Locating suitable people to do 'out-work' became more of a problem to him. The S3 required only occasional minor components from stock, but work was accumulating on my Mk VI. Reluctantly I sold it. Three, at this uncertain time, seemed just too many.

By the mid 1980s, family change was on the horizon. I wondered if the time had come to consolidate, to realise on the cars and engineering plant, and sweeten the pill by buying one last low mileage Rolls for Tommy, and all of us. I did not like the soft handling of a Corniche. What did it have over the S3? Meticulously kept bills on the Corniche, and on a Spirit, provided one answer.





daughter Sue suffered sexist gibes as the only girl doing metal work, Tommy spent hours to 'fix the teacher' – making her a seven sided nut. Apparently conservative, his West African dentist told me that Tommy 'had a great sense of fairness for all peoples.'

Minor officialdom brought out his worst side. Quite late in Thomson Ltd's history, it was pointed out that the company did not have the customary 'articles of association.' Tommy had great fun writing an imaginative list which included the construction of military aircraft!

Tommy and Mera gave generous hospitality, but he was never a clubbable man. He was always reluctant to accept the offer of a ride or drive of a friend's car.

Tommy was very good at finding mentors. A down side was that he found it hard to move beyond the teacher-pupil relationship of



*Small is beautiful! Thanks to the McMillan, McEwan and Brown families, Tommy got experience on the smaller models.*

*From left, 25/30 (GUL 52), 25/30, 20/25 (GED 46)*

The cost of service, in particular replacement items which I still consider marginal to a car! The S3 is still with us, the only major service being a new radiator.

In 1987 Tommy had a massive stroke, just days before his wife died. It hardly seemed possible he would survive, but he did and lived alone – by his choice – for four more years. Around this time he wrote a very odd article for the club bulletin, which perhaps the editor should have queried. In 1991 he agreed I should 'look after' his beloved 101RY. My last report was that the Phantom had climbed the Rimutakas in Continental style – and that a continental make he much feared and respected had not! His Rolls-Royce friends John and Christine Ferguson were with him when he collapsed and died at home in 1992.

#### A CHARACTER

Tommy Thomson is not easy to describe. Behind a child-like enthusiasm was a shrewd perceptiveness. He was quirky for the fun of it, but sometimes his jests were statements about deeply held convictions he chose not to state directly. When grand-



*'E': A.G. Elliot, assistant to Royce, Chief Engineer, and joint MD.*





*Three Generations. Tommy with grandson David, Phantom II, Mk VI and S3. Dunedin, 1970*

his school days. For example, I asked him to enquire into the nature of the Rolls-Royce / Bristol relationship in his ongoing correspondence with A.G.Elliot. He could never be so intrusive!

I frequently tried to encourage Tommy to travel more, to visit the UK where as Tsn he had so many good contacts and real friends. He made endless excuses, but in an unguarded moment let fall that 'it might not be like it was, and then again I might like it so much that I would not want to come back to this place.' Third generation Kiwi, he was something of an exile

He chose used Rolls-Royces because they suited the world he lived in. It was many years before having an old Rolls became 'fashionable'. He was not living some sort of fantasy. Other cars, to his mind, did not come up to his standard. There is no point suggesting that this or that obscure make might have been as good, or better, if that company had ceased production, or if there was no Dunedin dealer to help him. Rolls-Royce backed the product, and, with Tommy's planning and engineering resources, he could make that work for him. We never missed a holiday!

Tommy's views on other makes are worth respect because they

were genuine vintage-classic era views, not gleaned from some coffee-table book. He knew some fine cars at first hand, learned of others from their owners. Some makes were right outside his experience.

Once a Coca Cola franchise holder, he always recognised that Americans understood production. In the 1950s he met a mid-to-senior Chrysler executive. Tommy muttered something about a Chrysler New Yorker – arguably the top U.S. car. He never forgot how the great man warned him of bugs in, "that there car you wouldn't want way out here. We make millions of Plymouths and get them real good."

Tommy felt American styling and marketing departments had led the U.S. industry away from the tough go-anywhere cars of his youth. He recalled a Cord as having the finest set of

instruments - as instruments - of any car he drove. The 1950s American dream was not for Tommy Thomson. American cars did progress, but he would not have worn a suit that looked like a 1960s American car.

Of big Europeans, he saw most of Minerva, and respected them. He knew about the problems and shortcomings of supercharged Mercedes, and later, the struggles of running a Ferrari.

The Ghost was his king of British vintage cars. He knew the big Napier well, but although good looking, its performance was disappointing. More cautious about Lanchesters, he suspected many Ghost critics had not mastered the gearbox. I think he was right. Tommy was no great admirer of W.O. Bentley. He felt the 3 litre was the right size of car, but Bentley had abandoned it to build bigger cars when he had basically run out of ideas.

Post war, he admired Bill Lyons's performance and style, but wasn't about to keep garages in business servicing Jaguars when build quality was poor. Among higher volume British cars, he favoured Rootes products, having long term involvement with a Sunbeam-Talbot 90 and two Humber Super Snipes.



*Tommy Thomson as members may remember him. He has just rebuilt the wheels; hence the spokes are exposed. (Photo: Otago Daily Times)*





*(Above) One of the last of the "small bore, small boot" Mark VI Bentleys, B361LH, mentioned in Scott's article, has recently come to a new home in the Southern Region after many years in Auckland.*

*(Left) B38GJ at Tommy's home in Palmerston*

## To the Editor

Hi Tom,

I got much pleasure from the article in the NZ Rolls Royce and Bentley Club Inc. magazine 11-2, entitled "Russell Matthews's Mk VI Bentley B14JO," written by Glynn Williams.

I guess much of my interest in the story was in following the servicing history of the car for forty odd years. Because many Rolls-Royces and Bentleys have the quality to survive several decades at least, and are largely cherished by their owners, I figure there is a great potential for similar tales to that of Glynn's to be written.

I had owned my 1974 Silver Shadow for only ten years when I sold it in 2004, because I had replaced it with a 1996 Silver Spur. The Shadow's new owner offered me the chance whenever I was in Blenheim, to have the car back for a day or two when I next visited that town. So for the 2011 National Rally I took him up on the offer. For two days I had the pleasure of sampling again the pleasures and the memories which that model offered.

Most notable were the creaking leather seats and the soft suspension, but it was still a lovely car to drive. Because it rained all day Sunday on the trip to Havelock, I was reminded again of the clever windscreen wipers. They worked fine on a set speed, but try them on intermittent or 'park' and they would literally do a dance on the screen stopping and restarting in all sorts of positions. Still present was the momentary tappet chatter when starting from cold, and the chips on the drivers door walnut capping caused by the previous owner letting the seat belt buckle (when released) to collide with the door. That refurbish was one I planned to have done but never managed.

This was the car which, on the day I bought it, after a thorough mechanical check, proceeded to leak a quantity of petrol from the bowl on the chassis forward of the petrol tank. They say cars don't have emotions. Was this a symbolic gesture? I don't agree.

Was the car objecting to its new owner in a perverted way? In ten years, the only time the bond between it and me was severely tested, as far as I remember, was on a trip through the township of Warkworth. It stalled at a busy intersection. It would re-start and stall again and again, but would never run long enough to get me through the junction. Meanwhile, predictably, behind me the queue of cars grew and grew. Insults were hurled. In the end a desperate call was made to the AA to send a breakdown truck to come to the rescue. I suffered the ignominy of seeing my car carried back home while I was sitting in the truck's cab with my cap pulled low over my eyes to avoid detection. But then, with a personalised plate, what can you really do?

And so it was, I renewed my acquaintance with my 'old' car and I was reminded of the notion that really, we owners/enthusiasts are only temporary custodians of machinery like this, and we can only hope that when a car leaves our care, the next custodian will exercise the same responsibility that we have.

I also own a 1969 Rover V8 Coupe, bought in 1974. Only two years ago I answered a knock on the door to find the guy who sold it to me, then had tracked it down and had a request. Would I consider letting him 'borrow' the car back so he could drive his new (but second time around) wife from the church to the reception? It was to be a surprise you see and she was the one who insisted on the same car for their marriage first time around, back in 1971. What could I do? So the event duly took place with much happiness all round.

I could go on baring my soul, and tell the tale of how I actually re-purchased my Austin 7 some years after I sold it. However, I believe there are also many petrol-heads out there who could share their intertwined relationships with cars long gone.

Winsbury White



## Company News

### Italian Carabinieri support Rolls-Royce procession on Lake Como

A dozen Rolls-Royce motor cars wafted through roads on Lake Como this week - thanks to some assistance from Italian motorcycle police. The *Carabinieri* were on hand to smooth a path for the procession, skillfully escorting the £4m line-up through winding streets and small villages.

Framed against the stunning canvas of Lake Como, the cars were driven by Rolls-Royce customers and VIP guests. The route started at Villa d'Este in Cernobbio, ending in Gravedona where guests were shuttled across the lake on three J-Craft Torpedo motor cruisers, for lunch in Bellagio.

"This was a truly amazing experience in one of Europe's most beautiful locations," commented Torsten Müller-Ötvös, CEO Rolls-Royce Motor Cars. "We know the Italians appreciate the finest things in life - and we have the Carabinieri to thank for making sure our guests arrived for lunch with broad smiles on their faces."

A selection of Rolls-Royce Phantom, Phantom Drophead Coupé, Phantom Coupé and Ghost models took part in the procession. The experience came as a fitting end to Villa d'Este Concorso d'Eleganza celebrations, one of the world's most exclusive motoring events which was held over the weekend of 22 and 23 May.



## Club News

Our Honorary Life Member Ivor Aspinall has been ill recently, and has been temporarily deprived of his driver's licence. Doreen reports that he is making good progress, and until he regains his licence, his daughter-in-law has stepped into the driver's role. We wish you a speedy recovery, Ivor.



The Bentley Drivers' Club held a tour of Britain during June and July, and some of our members took part (from left) Lois and Richard Hadfield in their Arnage (which was Plan B because their Mark VI Park Ward Drop-head Coupé wasn't quite ready); Peter and Mary Morelli with their 8-litre YX5114; and Gavin and Annabelle Bain in their 3-litre Chassis 728.



## Autovac Restoration, by Eddie Riddle

The Autovac consists of an outer tank, an inner tank, 3 valves and a float.

The outer tank is always at atmospheric pressure due to an air vent in the top of the unit. The inner tank is fitted inside the outer tank and connects to the outer tank by a non-return valve fitted to the bottom of the inner tank. Inside the inner tank is a float and two valves which are operated by a spring loaded toggle arm which is controlled by the position of the float.

One valve controls the suction pipe and the other valve controls the air into the inner tank. The valves are arranged so that only one valve is closed at a time.

Assuming that the motor is running and the float is in such a position that the suction pipe valve is closed and the air valve is open. Fuel will drain from the inner tank into the outer tank via the non-return valve until the fuel level in both tanks is equal.

If the motor continues to draw fuel, the float will fall until it reaches a point where the toggle arm operates, closing the air valve and opening the suction valve. The non-return valve will now close due to the fact that there is suction in the inner tank and the outer tank is at atmospheric pressure. Fuel will now be drawn into the inner tank until the float's position once again operates the toggle arm. During this time the motor will draw fuel stored in the outer tank. The mechanical arrangement of the float ensures that there is adequate fuel stored in the outer tank to supply the motor during this period.

There is a spring-loaded piston valve mounted on the top of the unit to prevent an over rich mixture being delivered to the carburettor when the motor is idling during the time when the inner tank is under suction.

### Points to note

- A cork gasket seals the inner and outer tanks from each other.
- The suction valve and the air valve are arranged so that only one is open at any time. The valves should be adjusted so that there is as little delay as possible in one being open and the other closed.
- The non-return valve is a common source of problems, usually due to a build up of dirt on the faces of the valve. If this valve does not shut off during the time when there is suction in the inner chamber then it is impossible for fuel to be drawn into the inner tank.
- The air valve and the suction valve seldom give trouble unless dirt becomes lodged on their seats.
- It is possible to assemble the float to the toggle arm incorrectly. The float has a small wire link attached to the top hole in the float (the wire link looks like a small wire shackle). The loop ends of this link are connected to the hole at the end of the toggle arm via a pin. The return spring for the toggle arm is connected to the top hole of the float. This ensures that the float is now centralised within the inner tank. If the spring is connected to the hole in the toggle arm the result is that the float will not sit centrally in the inner tank.
- The volume of fuel in the Autovac when full is approximately 2.5 litres (just to the bottom of the inner tank)

## More Images of Southern Region Queen's Birthday Tour



*(Left) Michael Midgley's photograph of the Black Stilts at the Department of Conservation's Ohau site*

*(Below) Keith Hunter's photograph of Kate McIlroy demonstrating clothing for the stylish young lady when motoring in a Silver Ghost*



*(Below) Keith Hunter's photograph showing not a very good place to pass his Silver Shadow SRH18819*







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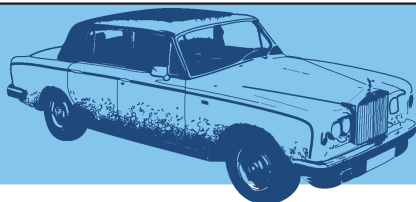
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