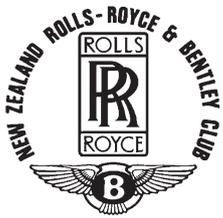




**New Zealand
Rolls-Royce &
Bentley Club Inc**

Issue 11-6, 2011





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



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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)
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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

ADVERTISING – pages 22 to 27

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.

Sister Clubs

Many of us belong to several motoring clubs, ranging from the Automobile Association to perhaps the Zundapp Fanciers' Club, and including along the way the Vintage Car Club of New Zealand; the oldest established British clubs, The Veteran Car Club, The Vintage Sports Car Club, and The Bentley Drivers' Club; and our sister clubs, The Rolls-Royce Owners' Club of Australia, The Rolls-Royce Enthusiasts' Club in Britain, and The Rolls-Royce Owners' Club in America.

All these clubs produce excellent magazines, and your editor is lucky enough to receive our sister clubs' publications on behalf of our Club on a quid pro quo basis. They are held in the bit of the library which is at 191 Sparks Road, Christchurch 8025, and SAE will have copies speeding to anyone interested. Otherwise, the current strength of our dollar might make membership of other clubs more practicable than usual, and membership of RREC is £87 annually, plus £30 one-off joining fee.

The Rolls-Royce Owners' Club in North America has made the following announcement, through Sabu Advani, the editor of the RROC's *The Flying Lady*.

"Digital Memberships - The Virtual Way to Go! Members outside of North America are NOW eligible to join the Rolls-Royce Owners' Club as an International Digital Member, at less than half of the cost of traditional club members—just \$US30. This eliminates two key obstacles for overseas recipients of the magazine: shipping cost and transit time.

"The exact details of this new programme are still being evaluated and may change once we have a better idea of what people desire. Meanwhile, contact RROC HQ www.rroc.org to sign up—and do tell your friends who might be interested in this new option but would have no way of learning about it unless you tell them.

"In addition to *The Flying Lady* as a PDF file you will receive *The Event Lady* and the *Luxury Travel Guide* by email, and you will have full access to the RROC's www.rroc.org website including the Discussion Forum which gives you instant, 24/7 access to advice and feedback from members worldwide on how to repair and restore your motorcar. Last but not least, this level of membership will also give you the opportunity to vote in RROC elections by email."

From the Rolls-Royce Owners' Club of Australia we have received "Overseas Subscription for *Præclarvm*: *Præclarvm* is pleased to announce that it is now able to accept subscriptions directly from Overseas Rolls-Royce and Bentley enthusiasts. The cost is \$A99 per annum worldwide (postage inclusive).

All enquiries should be directed to: RROCA *Præclarvm* Overseas Subscription, the Treasurer, John Hiscox, 74 Rose Avenue, Wheeler Heights, NSW, Australia, 2097 or email: treasurer@rroc.org.au

CLOSING DATE FOR NEXT MAGAZINE: Deadline for receipt of all material for Issue 12-1 is 22 January 2012.

Front Cover: The Rolls-Royce 102EX Electric Car, seen at RREC Rockingham Castle event in June. Sabu Advani's article appears on page 13 of this issue.

Mainland Comment

Well, it has been an interesting year, and we look forward to 2012 in the hope that it will be better than 2011 has been. Most people are probably just as sick of hearing about earthquakes as the rest of us have been in undergoing them, so let's not dwell upon them.

The editorial team is very grateful to you, our readers, advertisers, and writers, for your encouragement during the year, and we look forward to publishing our usual mixture of Club events, personalities, technical articles, Company news, and history during 2012.

It is always surprising how much new material keeps emerging. The publication of Jim Sawers' article on C.W.F. Hamilton created interest both here and overseas, so that we have become immersed in aspects of Sunbeam history we didn't know existed. This is

peripheral to Rolls-Royce and Bentley history, but certainly relevant to the history of motoring sport in this country, and Bill Hamilton's part in it.

Work on the editor's list in 11-5 of personalities we have known, and who need to be written about, is under way. Bill Hamilton's Sunbeam passed into the care of Andrew Anderson, one of the founders of the Vintage Car Club of New Zealand in 1946, so there is logic in Andrew and Mollie Anderson being our first subjects in this issue.

There is some illness in our members' ranks, and we wish our regular contributors Clive Edmonds, David Neely, Eddie Riddle, and Roy Tilley a full and fast recovery, as they are looked after and supported by Wendy, Linda, Joy, and Lesley respectively.

Membership Changes

We welcome the following new members:

Mike Coleman

18 Stoneyroyd Gardens, Remuera

AUCKLAND 1050

Telephone (09) 3614 744 (027) 496 0036

mike@gilpin.co.nz

1934 Rolls-Royce 20/25 Gurney Nutting Sports Saloon
Chassis GYH4

Adrian and Sylvia Garrett

175 Kerikeri Inlet Road

Bay of Islands 0245

Telephone (09) 4079 854 Fax (09) 4078 544

Sylvia@TheCarriageHouse.co.nz

1907 Rolls-Royce Silver Ghost Roi des Belges/Gladiator

Registration C4047 Chassis 588

1911 Rolls-Royce Silver Ghost Laundulet by Holmes of Derby

Registration 1911RR Chassis 1749

Alan and Janine Race

255A Highcliff Road

DUNEDIN 9013

Telephone (03) 4545 872 Fax (03) 4749 459

a.j.race@xtra.co.nz

1985 Rolls-Royce Silver Spirit

Registration MI8000 Chassis SACSZ003FCH13705

John Ferguson

"Latsey" 1 Park Road

CHRISTCHURCH 7672

Telephone (03) 3297 117

johnandchrist@clear.net.nz

1936 25/30 Gurney Nutting Touring Limousine GUL52

1936 25/30 Offord Saloon Chassis GAN65

1937 Phantom III Thrupp & Maberly Limousine Chassis 3DL22

1956 Silver Cloud II Saloon SWC664

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Keith Hunter

1/12 Heywood Terrace, Richmond

CHRISTCHURCH 8013

Malcolm Graham

15 Wildberry Avenue, Wainoni

CHRISTCHURCH 8061

Bruce and Diana Carey

24 Derenzy Place, Avonhead

CHRISTCHURCH 8042

Telephone (03) 3579 195

Eddie and Joy Riddle

1 Wickliffe St

MOSGIEL 9024

Telephone (03) 4895 774



Mike Coleman's Gurney Nutting Sports Saloon 20/25 GYH4



Adrian Garrett with his 1907 Silver Ghost 588



Alan and Jill Race's Silver Spirit SACSZ003FCH13705
at The Mill House, Waikouiti

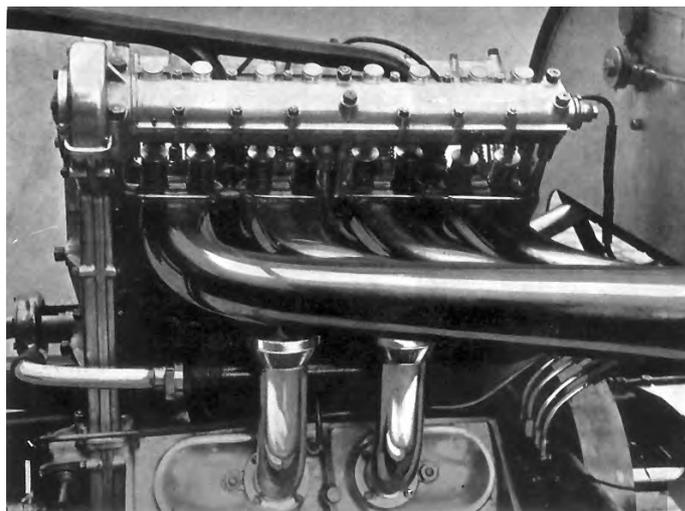
Some Further Notes on C.W.F. Hamilton

These notes are based on the research undertaken by Andrew and Mollie Anderson over many years, and were gathered during very pleasant sessions of reminiscences at their home in North Canterbury recently. A videotape of IOM2 running again brought smiles to all faces present. Mollie founded *Beaded Wheels* in 1954, and edited it until 1970.

Andrew wrote articles for *Beaded Wheels* on IOM2 which appeared in June and September 1960, and in June 1961, and rubbings of the radiator badge "Sunbeam IOM2" headed the articles. In the September 1961 issue, L.E. Seymour published his memories of the then grey IOM2 arriving at Lawrence Motors in Tuam St, Christchurch in April 1924, and his vivid memories of a trip to Little River with Bill Hamilton in it.

It should be noted that in those days "Tourist Trophy" meant just that, and the admittedly stark cars which were raced in that event were not too far removed from what the more venturesome motorists of the day would drive on the road.

At the time of Bill Hamilton's wedding in 1923 to Miss Peggy Wills, his father-in-law, George Tarlton Wills, owned a 1914 Isle



The 1912 Grand Prix Peugeot engine, 110 mm by 200 mm for a capacity of 7.6 litres. From this engine descends every twin overhead camshaft engine built 100 years later.



IOM4, the car owned by George Tarlton Wills, Bill Hamilton's father-in-law, photographed in 1952 by Andrew Anderson at a VSCC event in England, with Jack Sears at the wheel.

of Man racing Sunbeam, IOM4, which he had bought from R.F. Fuggle; this firm, in business at Bushey Heath, Hertfordshire from 1906 until the 1980s, handled disposal of Sunbeams "surplus" to the Works. The Wills car was registered DA5852, and was later owned by the late Stanley Sears, and then his son Jack. George Wills recommended that his future son-in-law buy a Sunbeam, so another trip to R.F. Fuggle resulted in the purchasing of IOM2. Presumably another trip to R.F. Fuggle was undertaken when Peggy Hamilton's brother Matthew bought one of the 1922 straight-8 Tourist Trophy Sunbeams, Jean Chassagne's in the race, and brought it out to New Zealand with him in 1925.

Sunbeams built three cars, based on the touring 12/16 chassis, for the 1914 Tourist Trophy on the Isle of Man. The 12/16 had been very successful in the 1912 Coupe de L'Auto race held concurrently with the Grand Prix at Dieppe, despite its capacity of only 3 litres and its side valve engine design, when cars in the Grand Prix had engines of up to 15 litres' capacity. 1912 will be remembered as the year when Peugeot raced their then revolutionary twin overhead camshaft engines. These possibly, or even probably, descended from a Hispano Suiza design which "Le Charlatans," the erstwhile team drivers Paolo Zucarelli, Jules Goux and Georges Boillot for the disbanded Franco-Spanish-

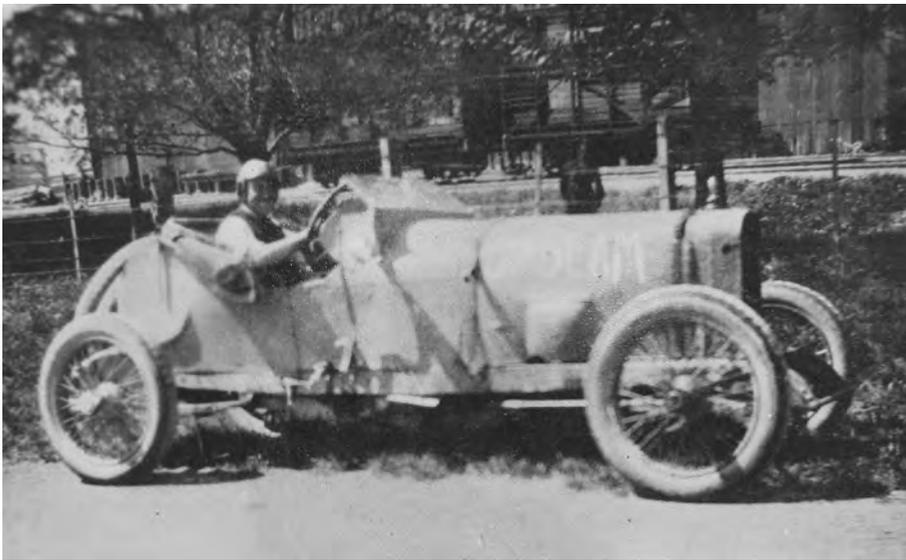
Swiss company's racing stable, brought with them to Peugeot. The Peugeots won handsomely, changing the course of motor racing history. The hostile establishment at the Peugeot factory had contemptuously given these three driver/engineers the "Charlatans" nickname.

Louis Coatalen, a French engineer who had become Chief Designer at Sunbeam in 1909, must have been impressed by the Peugeots' performance, and commissioned the Swiss designer/draughtsman Ernest Henry to adapt the 7.6 litre Peugeot to a 3.3 litre design for the 1914 Tourist Trophy race, and three of these were built. The chassis, with a wheelbase of 9'4" and a track of 4'8½", was based largely upon the 12/16 touring chassis. The fourth car, IOM2, had a much less slavish adaptation of the Henry engine design of 81mm by 160mm for 3.295 litres; improved valve operation using "finger" tappets operating on the camshafts, rather than the vertical rod and stirrup of the Henry design weighing about four times that on IOM2. Andrew

Anderson is sure that the rod and stirrup design is a legacy from the very long stroke push-rod Peugeot engines used in voiturette racing, and not needed with the overhead camshaft design; certainly the side thrust on the valve guides was so minimal that they were still original when Andrew acquired the engine. 2-bolt crankshaft journals were used, rather than 4-bolt; 8'10" wheelbase and underslung axles, rather than the 12/16's outrigger design; a 4'5" track; and a different gearbox of ratios Andrew Anderson describes as "marvellous." It also had "dry sump" lubrication, with the oil tank beneath the driver, and a scavenge/pressure pump system. This was the car upon which the Sunbeam Company based their entry for the 1914 Grand Prix, enlarged to 4 ½ litres, and which were in most respects identical to IOM2.

In the T.T. of 1914, IOM2, driven by the Italian born but British raised racing driver Dario Resta, broke a connecting rod on the second lap, and this design fault was rectified and repaired before Bill Hamilton bought the car. The patch in the crankcase from this repair was still evident when Andrew Anderson acquired the car.

This stark racing car, then, was the transport which Bill and Peggy Hamilton used for their honeymoon in England in 1923, and it came back to New Zealand with them. Bill Hamilton modified the car, substituting the single Claudel Hobson carburettor by two



Bill Hamilton and IOM2, photographed in Britain in 1922

carburettors from an Essex, and eliminating the sight gauge oiling system, traditionally looked after by riding mechanics, substituting an oil tank with orifices and valves of his own design; this made for a simpler control of the engine's lubrication requirements for the solo driver in the New Zealand racing environment. Light alloy pistons of approximately 9:1 compression ratio replaced the original cast steel of 5.5:1, and the engine was run on a petrol/benzole mixture.

The Sunbeam was entered for the New Zealand Motor Cup at Muruwai Beach on 21 February 1925. Andy Irving with his Brescia Bugatti, and Bill Hamilton with IOM2, drove from Fairlie to Auckland, slept among the Muruwai sand dunes, and did their tuning and repairs in that forbidding environment. They were rewarded for their efforts, with the Sunbeam winning at an average speed of 80 mph over 50 miles, and they achieved a 2-way Flying Mile average of 100.27 mph, beating a 30/98 which achieved 90 mph.

On 14 February 1928 Bill Hamilton came second to George Henning in the Indianapolis Stutz, now in the Southward Collection, at Muruwai, and the next year he entered IOM2 as well as the 1922 Tourist Trophy Sunbeam, driven by Matthew Wills. Henning won again, followed 30 seconds later by Wills, and after another 30 seconds by Hamilton.

IOM2 reverted to use as a road car, and ownership was transferred to a Farnsworth family member, who sold it to Andy McIntosh in Invercargill when he was posted overseas with the RNZAF during the war. McIntosh, during some "tuning" ran the engine up to 5,000 rpm in neutral, and blew the engine up when connecting rod number 4 broke. He then broke the car up, with part of the chassis modified for use as a sawbench. Ironically, about this time he also dismantled Bill Hamilton's friend Andy Irving's Bugatti, bits of which eventually found homes with Gavin Bain and the Pidgeon family in Christchurch.

When Bill Hamilton heard of IOM2's demise, his friend Dick Georgeson travelled to Invercargill to see what could be rescued, and brought back the engine, sub-frame, gearbox, radiator, aeroscreen, and hand fuel pump. The parts were stored at various sites and attics around Irishman Creek Station until Andrew Anderson was given custody of them; at a South Canterbury Car Club hillclimb in the early 1950s, early Vintage Car Club of New Zealand members Andrew Anderson, Selwyn Jackson and Michael Haggitt had heard rumours of a Peugeot racing car, and after enquiries at the sheep station near the Lindis Pass they found an Edwardian Peugeot touring car. When Andrew Anderson and Rob Shand organised the first Irishman Creek Rally in 1954, the racing car's identity became clear. Andrew

was considered suitable, since the family firm of Anderson's Foundry in Heathcote had been the main suppliers of castings for C.W.F. Hamilton Ltd. The car's original 30 gallon fuel tank had been used at Irishman Creek to supply diesel to the forge, and Andrew Anderson supplied a new tank in exchange for it. Interestingly, gravel, presumably for ballast, was found in IOM2's fuel tank.

The rebuild of IOM2 presented a major challenge, took many years to accomplish, and was a credit to the willing helpers who included Bill Inglis, the late Gordon Sharpe, and Trevor Timms. Repairs to the crankcase were made particularly difficult by the high copper content of the alloy used on the Sunbeam engine. Missing parts such as brake and clutch mechanisms were copied from the ex-Matthew Wills car, by that time owned by Rob Shand.

Andrew Anderson points out that C.W.F. Hamilton Ltd did not succumb to the 1980s "think big" ambitions, and the firm still exists today as its own entity, rather than as part of a conglomerate.

Thanks to Jim Sawers, Andrew and Mollie Anderson, Wallace McNair, Bruce Dowell, and Nick Pellett for their help in compiling this article.



Andrew Anderson and Ian Watson aboard OM2, photographed in North Canterbury during the early 1980s



Roy Cowan during beach racing at Nelson in 1949 with the 1922 Tourist Trophy Sunbeam which Matthew Wills imported in 1925.

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A Sunbeam, not a Bentley, but this photograph of Jean Chassagne and his riding mechanic A.P. Mitchell with the 1914 Grand Prix car, a close relative of C.W.F. Hamilton's IOM2, is too good to not publish. Chassagne retired with bearing trouble after almost 500 kilometres of racing; four weeks later Europe was engulfed in the Great War. He was Sir Henry Birkin's Bentley co-driver in the 1929 Le Mans race.



The Hertfordshire premises of R.F. Fuggle depicted before the First World War. The image was supplied by Bruce Dowell of the Sunbeam Register in England, and shows a Sunbeam far left and a Daimler second right.

Our Heroes: Part One of an occasional series: Andrew and Mollie Anderson



Andrew Anderson, Chief Marshal for the 1965 Vintage Car Club Haast International Rally, driving his 40 h.p. Napier alongside Lake Pukaki during that event.

It sometimes hits with a bit of a jolt that the events of 1914, depicted in our top photograph on the previous page, were almost as close in time to the 1965 Haast Rally, as that event is to us now. That Haast Rally is remembered as a fine experience to all of those who were fortunate enough to take part in it, but it was a mammoth undertaking for a then small Vintage Car Club of New Zealand, which had been in existence for fewer than twenty years. The International Federation of Veteran Car Clubs had been formed a few years before this; they jealously guarded their perceived reputation, certainly not wishing to have Colonials sully it, but after a series of meetings held during the 1963 International Vintage rally in Britain, chaired by Stanley Sears, with Elizabeth Nagle as New Zealand representative, approval was achieved. Both those people have since died, but Miss Nagle, despite a very British façade, was born here, leaving early for a journalistic and writing career, an active life promoting the Vintage motoring movement in the wake of the wildly successful film *Genevieve*, and, after her marriage to the Reverend Turnbull, as a clergyman's wife. Mollie and Andrew remember Elizabeth Nagle-Turnbull with affection, particularly from her later happy and relaxed days; there are those who remember disasters from the 1965 Haast Rally, including inadequately cooled wine at The Hermitage, and a broken Grebel headlamp lens on her Bentley, while those who were having peas blown off their plates during the storm in the camping ground at Mt Cook were regaled by Ron Jacob and his rendition of the menu from The Hermitage.

50 Years was published by the Vintage Car Club of New Zealand in 1996, having been compiled by a very competent Book Committee headed by the late Bruce Pidgeon, illustrated by a wide selection of photographs and Ted Loversidge's drawings, was edited by Mollie Anderson, and beautifully printed in Rangiora. It was presented to competitors in the "50 Year" Christchurch based Vero Rally that year, and has been used in compiling this brief appreciation of the early days and personalities of the VCC of NZ,

but to sit and hear memories first hand is to bring the pages to vivid life.

The Vintage Car Club had its foundations at Canterbury University College, where a small group of first- and second-year students gathered on 16 August 1946 to form the Vintage Vehicles Association. Two of the most active founder members were the late Rob Shand and Andrew Anderson, both of whom were fortunate to have a Latin lecturer, Professor Greville Pocock. He had been at university in England with the Guinness brothers Kenelm Lee and Algernon, and became the local club's first patron. W.J. Scott was a local motor racing driver, with Vauxhall and Sunbeam,

and as the Christchurch members expanded their view, they met up with the keen Easterbrook-Smith brothers Geoff and Toby of the New Zealand Sportscar Club in Wellington, and with the legendary Sam Gibbons, who had been a racing mechanic and driver at Brooklands before the First World War.

It is hard for us to realise just how the shortages of almost everything dominated life in the early post-war era; tyres, for instance, were impossible to find for obscure sizes required to keep such cars as Andrew's 1913 Panhard Levassor, Rob Shand's huge Hudson "Bloody Mary," or Jim Donald's 1911 Daimler, but this did not deter ambitious touring events, first to Akaroa, Rakaia Huts, and then as far away as Fiordland. Andrew remembers that a



Nick Pellett, the current custodian of IOM2, competing with it at the Isle of Man during 2005

Mr Gregg, in business in Christchurch, paid schoolboys a shilling to shave off what tread was left of a tyre, to make liners which would be installed atop each tube, in the hope of extending the life of the presumably better tyre in contact with the road.

Before the Great Depression the Automobile Association organised the motoring sport events in New Zealand, but the effect of the Depression, followed by the Second World War, changed its focus towards the Motor Trades Association, rather than having

an interest in impecunious students and their “wheels,” and after cooperating with the Pioneer Sports Society, who had organised grass track motorcycle events in 1945, the Canterbury Car Club emerged, with motor sport events under the mantle of the Motor Racing Club and the Vintage Vehicles Club, which by 1948 had evolved into the Vintage Car Club of New Zealand, with the club badge designed by Shand and Anderson along lines the late F. Gordon Crosby would have recognised as a design he laid down for a certain Bentley’s radiator badge thirty years earlier.

A good relationship had been established with the Roads Board, and motor sport events were the next step, but some of the proposed Summit Road circuit fell in the less cooperative Halswell County Council’s territory, and a compromise Kiwi Hill Climb was held in September 1948, after working bees had swept stray gravel off the tar seal of the road, from the Sign of the Kiwi to the Sign of the Bellbird. These roadhouses had been established in the early 1920s to supplement the successfully finished Sign of the Takahe in Hackthorne Road, and the opening of The Kiwi was



Jack Sears and IOM4 at Cheltenham, England for a VSCC event, 1950s. Photograph from Bruce Dowell of the Sunbeam Register

attended by Marshal Foch when he toured this country to celebrate our contribution to the Great War, but the Bellbird has remained unfinished.

Lines of sight were established, supplemented by a loud-speaker system for competitors and spectators, and Andrew Anderson’s voice, which seemed to be genetically nurtured by his Royal Navy family. A very successful event resulted in Hec Green’s Wolseley Special winning Fastest Time of day, with the Stanton brothers Maurice and Charlie in the 3-wheeler BSA converted to four wheels (still we think in the care of our member Martin Ferner after a distinguished career of development including rotary valves by Geoff ????) and the 3 litre Bentley chassis 1215 (see the advertisement for this wonderful car in page 27 of 11-5) winning the Under and Over 2 Litre Vintage classes respectively.

The Vintage Car Club co-organised the first Lady Wigram Trophy Race, with the Motor Racing Club, held in January 1949, but Andrew Anderson was unable to be present for that event; during his time at Canterbury University College he performed in the dramas staged there by Ngaio Marsh, and the Old Vic Company then visiting Christchurch with Laurence Olivier were so impressed by their performance of Luigi Pirandello’s “Six Characters In Search of An Author” that a tour to Sydney, Canberra, and Melbourne was arranged. Both theatre companies were present in Australia at the same time, alternating their plays, and Andrew had a stand-in role

as Second Spear Carrier in “Othello,” being paid 10/6 for his role, and cherishes the memory of Laurence Olivier’s hissed “You’re on!” cue. While in Australia, Andrew was able to strengthen the New Zealand vintage club’s ties with its Australian equivalents in both main cities, and was also able to meet the Australian artist L.C. Cresswell, immortalised in those cutaway drawings he made for Laurence E. Pomeroy’s “The Grand Prix Car.”

Andrew Anderson’s enthusiasm for vintage motoring was further enhanced when he joined the Veteran Car Club, after writing to S.C.H. Davis (early motorist, artist, author, cartoonist, Bentley Boy, journalist, Past President of both the Veteran Car Club and the Vintage Sports Car Club) and he travelled to Britain in 1952. He acquired a BSA motorcycle while there, and a “rather scruffy” Alvis 12/50, in which he and some Kiwi cronies drove to the VSCC’s Welsh Trial that year. It was rather looked down upon by the VSCC elders, and Andrew found that, of all the information he longed to know from Laurence Pomeroy, little was gained, despite his having to be lubricated by the most expensive drink in the pub,

Dubonnet. Similarly, David Scott-Moncrieff was very vague about specific questions, but keen to imbibe the beer which the student of motoring history was expected to supply.

Back in New Zealand, Andrew helped to revive the VCC after it had gone into recess for much of 1952 and 1953, and by the time the film *Genevieve* was released here to portray the relationships among men, women, and old cars, to wildly popular appeal, the club was again holding regular events, and expanding to other centres to at last earn its “of New Zealand” name. Ivan Sharpe in Dunedin had a fine 6C Ansaldo, as well as a pretty daughter Mollie and a keen son Gordon, so many exploits were undertaken, marriage between Mollie and Andrew by their mid-twenties, shared Bentley projects, and Gordon’s involvement lasted until his premature death, through his organisation of the Dunedin street races. The Ansaldo was sold by Ivan Sharpe to Dave Silcock, and from there

it went to Bob Beardsley, our Nigel Price, and is now in Europe after a spell in Japan.

Andrew produced what he called a “Guff Sheet” as a VCC Newsletter, and this was expanded into *Beaded Wheels* by Mollie, who edited the magazine from 1954 to 1969, transforming it into the authoritative source and magazine of record it became under her tenure. In those days memories were fresh, and often first hand. She retains an active interest in the magazine, and while *Beaded Wheels* is now edited by a committee, Mollie Anderson has continued to write books, edit journals, and play an active role in the rural Hurunui district where the Andersons live.

Andrew Anderson’s efforts to rebuild IOM2 followed many other projects, most of them seen to completion, and the Sunbeam efforts have been recorded in the articles on C.W.F. Hamilton and his cars. One of your reporter’s most vivid memories is of him, trousers held up by binder twine, exhorting the spectators’ modern cars to compete against their vintage betters during a very warm Show Weekend day at Racecourse Hill in Canterbury, his Royal Navy inspired voice requiring no amplification. His turn of phrase is an inspiration, and your reporter was present to hear him describe the forthcoming 1965 Haast Rally as “a whing-ding of some considerable magnitude.”

His involvement with the International Vintage rallies has continued, and with a twinkle of the eye he reminds himself that the 50th anniversary of the 1965 Haast Rally is approaching, and wouldn’t it be a wizard thing to re-enact?

Northern Region Reports

by Peter Morelli and Glynn Williams, with Peter's photographs.

NORTHERN REGION SUNDAY OUTING

A goodly crowd turned up at the Cornwall Park Restaurant for the start of the run. The weather gods smiled, a blessing as the Auckland weather can be very fickle over the spring. A coffee and a quick catch-up was in order before setting off to our first port of call – the Hobsonville Point Market.

The star of the event was undoubtedly Richard and Lois Hadfield's beautiful MKVI Drophead Coupe – that is to take nothing away from the elegantly attired passengers and driver!

The route was definitely an 'urban' one, heading up the Northwest motorway and onto the new Kumeu / Helensville link, before veering right to go past Whenuapai Township and on to Hobsonville Point.

The market is a reincarnation of the Greenhithe market. The website describes it as a 'real foodies' market', which it is, offering loads of fresh produce, cheeses, pastries, meat and vegies



Lunch at Platter: Lois Hadfield raises a glass.



Berwick Taylor and Dawn with impromptu headgear.

Hobsonville Market: Derek and Sue Miller, Sue Williams, Mary Morelli, Ollie & Merle Newland, Glynn Williams, and the Hand Made Chocolate man looking on bemusedly

– the whole nine yards. A big plus for the market is that it is indoors, Shed 5, just adjacent to the Catalina Café in Buckley Avenue. From the market it was a pleasant drive along the Upper Harbour Motorway before heading down to Devonport for our lunch stop at Platter in Devonport. We were able to take advantage of the fine weather and were seated in their sheltered courtyard, a real bonus.

After lunch a number visited the recently relocated Naval Museum at Torpedo Bay, an apt place for a Naval establishment. The museum is housed in the historical submarine mining station sheds, and we spent a pleasant and enlightening hour or so wandering among the many fascinating exhibits. It certainly highlighted New Zealand's rich maritime history, and the sterling contributions and often ultimate sacrifices New Zealanders have made in defence of the Realm. Entry is free, and it is certainly worth another visit. In all it was a most pleasant way to spend a Sunday, in convivial company, with interesting venues. Thanks to all those who supported the outing, and we look forward to our next. Good wishes for safe travel to Richard and Lois Green, who left us after Hobsonville to catch a flight to Egypt.

NORTHERN REGION AGM AND CHRISTMAS DINNER SUNDAY 20 NOVEMBER

This year our meeting was held at the RSA in Point Chevalier with 30 attending. The serious AGM bit of the evening was over in about 10 minutes, leaving lots of time to socialise. The existing committee was re-elected, and we are pleased to welcome Lois Hadfield as an additional committee member. The three tone chocolate liquor mousse was especially popular. Interesting cars parked outside included Bentleys Mark VI and S2; Rolls-Royces Corniche and Silver Spirit.

Central Region AGM Weekend Report and Photographs by Clive Edmonds



Coffee, muffins, and briefing in the Masonic Room before the mini tour

Members of the Central Region met by published pre-arrangement at the Masonic Hotel in Napier at 4.30pm on Saturday 19 November in the Masonic Room.

At the conclusion of the Business Meeting, members met in the MED Bar and were joined by special guests for the evening “Bertie” and “Penelope” – Art Deco Ambassadors for Napier. Dinner was served in “The Seaside Room” overlooking the Sound Shell – everything was perfectly set up, and even a Souvenir Menu was provided, with our Club Logo featuring up to three choices of some tantalising dishes.

The evening was balmy and the views outside were splendid from our vantage point next to the windows.

Bertie and Penelope were most entertaining and provided us with little vignettes during the meal and shared with us some details of a new weekend that was being planned for next year. A Radio Play was also performed and members got to read scripts and become part of the performance.

The evening concluded at 10pm when Bertie and Penelope were formally thanked and provided with a small gift.

Next morning we all met in the Masonic Room for coffee and muffins and were briefed on the upcoming mini tour of Napier, departing in convoy for Pania of the Reef statue, round the Port, and on to Whale’s Tail Antiques in Ahuriri, where members explored the many rooms and corridors all filled with interesting curios and collectables.

Next we drove to the Rothmans Building, a wonderful example of historic Art Deco and then over to the Custom House Building with the old iron Whaling Pot outside. Inside there is a most interesting presentation of the Shipping History of Napier Port and many photos of the area taken in pre-earthquake times.

We left and drove around West Quay and noted how the area had changed since the 1923 photos.

Modern Bars like The Thirsty Whale and Shed 2 had replaced the maritime warehouses and wool stores.

Our convoy continued to Silky Oak Chocolates in Taradale, who were hosting an Antique and Craft Fair that day. Members could visit the Chocolate Factory and Shop, the Museum and Café or watch the Wood Turners in the Craft Fair.

Our final stop was at The Mission Winery (New Zealand’s oldest Winery) where we were booked in for lunch on the terrace under white umbrellas on a perfect Hawkes Bay Day. We enjoyed the company and the food, and all too soon it was time to bid our goodbyes and set off for other destinations.

The whole weekend was a most satisfying experience, and we discussed an informal gathering during Art Deco Weekend in February and other possible planned events for the Club in 2012.



Lunch at Mission Winery



Bertie and Penelope assisting Central Region members with the Radio Play

Southern Region Report



Southern Region cars outside the Kokatahi Hotel

For some years the Southern Region has held a Long Touring Weekend during the spring, and since Christchurch's Show Weekend gives a November long weekend, starting on the Friday, there is a good opportunity to enjoy a weekend which, for the rest of the South Island, is not a road- and venue-clogging time.

Our original plan was to travel to Otago, but conflicting commitments have led us to postpone that event until the autumn, so at quite short notice the West Coast was substituted, with Hokitika being our hub. The Lewis Pass provides the longer but easier route from Canterbury, and this was chosen by your reporter, supported by Alastair Scott and Glynn Williams, who was visiting from Auckland, and we were joined at Amberley by Eileen and Malcolm McMillan from Ohau in their Mark VI Bentley B55LH. The other entrants — George and Karen Calder in their Mark VI HJ Mulliner Touring Saloon B67HP, the McIlroy family wearing their Ghost 60ZG, and Geoff Walls and his guest, Dr Bob King from Melbourne, in Geoff's Mark VI B274MD — travelled over Arthur's Pass to meet us at the motel in Hokitika.

As T Type SBH10636 effortlessly devoured the long gentle climb towards the Lewis Pass, your reporter had a feeling of *déjà vu*, realising that during Show Weekend 1966 he was part of a group of friends and family who travelled over the same route in a 1932 Riley Monaco, a 1947 Jaguar 2½ litre saloon and a 1951 Light 15 Citroën.

The roads were all gravel 45 years ago, and to travel the first day to Greymouth, stopping en route to explore a ghost town at Merrijigs, the second through the Haast Pass to stay at Wanaka, and then travel back to Christchurch on the Sunday was the sort of trip undertaken only by the young and stupid, not necessarily in that order. The Riley was only 34 years old then, compared to the T Type's 40 years now, but there's just no comparison.

This time we had arranged a visit to the main gold mine at Reefton, departing after an excellent lunch at the very traditional Broadway Tearooms there. At \$50 a person the tour may sound expensive, but it was a two-and-a-half-hour visit in a purpose-built bus and a guided tour in as much detail as could ever be wished for, by Paul Thomas, a long-time Coast resident steeped in its history. We all agreed on its worth and would recommend it to anyone travelling through Reefton.

Reefton has some indirect links with The Company: it was the first town in the Southern Hemisphere to have electric lighting, and

one of the engineers responsible for that innovation was George Wylde. His son Leslie (1893–1935) was a casualty at Gallipoli in 1915, losing a leg there. Leslie was an employee, as driver and secretary, friend and self-described “nephew” of the noted philanthropist L.F.H. Schuster (1852–1927), living in a house on the River Thames near Bray, Berkshire, provided by Schuster, and renamed from “The Hut” to “The Long White Cloud”.

Stirling and Pat Moss were brought up there when their parents leased the property after Leslie Wylde's death, but a Moss biography does not make the naming connection which any New Zealander would.

Schuster owned several Rolls-Royces, starting with Ghost 72CE, and Wylde had a reputation for furious driving. As a patron of the arts, Schuster was close to Edward Elgar and Ivor Novello, so those are the sort of chaps our lad from Reefton knew.

In 1930 Leslie Wylde and his artist wife Wendela Boreel (a descendent of John Jacob Astor) took delivery of Rolls-Royce Phantom II short wheelbase H.J. Mulliner Weymann saloon 61XJ. This car has been given a superb restoration in England by Alpine Eagle and has appeared in some episodes of the television programme *The House of Elliott*. The photograph below was provided by the late Roy Partridge of Alpine Eagle Restorations, and the research on Leslie Wylde by Will Morrison.



It was good to meet the other Club Tourists at Hokitika, and Geoff Walls had bought a selection of pies from the celebrated Sheffield Pie Shop as they passed, supplementing them with potatoes and peas for dinner in a meal prepared in the largest of the motel units for everybody.

In an effort to minimise the effort and expense of organising such an event, the decision had been made to borrow a road rally route kindly devised by Ramon Farmer for a Riley Car Club event earlier this year, and this took in some of the interesting plains, rivers, waterfalls and valleys which abound in the area. As our Club seems to march on its stomach, we stopped at the Kokatahi Hotel, and at this isolated spot, frequented by more tattoos than a chap is perhaps comfortable with, we were able to enjoy excellent friends and coffee.

Dinner that evening could have presented a problem, with at least one establishment fully booked, but the Café de Paris opened up a large first-floor table for us and we ate well, yet again.

On Sunday we departed for home after another successful Canterbury Show Weekend Long Touring Event. Our thanks are due to all those who competed in it and who helped with its running. Come and join us next year.

Sunday 27 November: Ashburton Run and Southern Region Annual General Meeting

The meeting started at 10:40, with Ramon and Trish Farmer, Malcolm Graham, Hilary and Tom King, Margaret and Tony Lee, Kate and Bruce McIlroy, Michael Midgley, Alastair Scott and Geoff Walls present.

Apologies were received from Paul Brown, John Ferguson, Stephen Fowler, Joy and Henry Green, Keith Hunter, Ian and James Jefferis, Gwen and Peter McPherson, and Janine and Alan Race.

Minutes of the 2010 AGM, Chairman's and Treasurer's Reports had been circulated.

The motion that the Chairman's Report Meet be accepted was moved by Malcolm Graham, seconded by Geoff Walls.

That the Treasurer's Report and Budget were approved was moved by Michael Midgley, and seconded by Geoff Walls.

Southern Region Officers were elected as follows:

Chairman: Keith Hunter was nominated by Michael Midgley and seconded by Ramon Farmer.

Treasurer: Alastair Scott was nominated by Michael Midgley and seconded by Hilary King.

Other office holders remain as in 2010, with Tom King being **Secretary**, and joined on the Committee by Ramon Farmer and Hilary King, with the intention of co-opting further members later.

General Business: There was no General Business, and the meeting closed at 10:50.

The Mystery Venue for lunch was the Ashburton Motor Hotel, where we were joined by Henry, Joy, and Martin Green, and by Keith Hunter for an excellent lunch, marred only by the hotel's having unilaterally raised its prices by \$6, but after some discussion initiated by our past Chairman, the hotel agreed to honour the agreed price.

Our Advertisers: Autovia Limited



The firm of Autovia Ltd was established several years ago and operates from an erstwhile joinery factory in suburban Shirley, Christchurch. During a visit on a very wet and unpleasant day, the premises were warm, dry and inviting, reflecting its directors' ideals.

They are our new Southern Region Chairman, Keith Hunter, and his friends Barry Mills and Alastair Scott (no relation to another Southern Region stalwart of the same name and spelling). Skilled mechanic Dev Dhurvas is on hand too when required.

Autovia was the name of a high-quality subsidiary product launched by Riley (Coventry) Limited in 1937, a 3 litre V8 design with coachwork by Arthur Mulliner of Northampton. It is also Spanish for motorway, so it is appropriate for the directors' wide-ranging interests.

Barry, originally an auto electrician from Southland, was at work on the chassis of a 1939 Chevrolet that day. He was surrounded by Mark IX and Mark I Jaguars, 1947 Standard 8, Citroën DS19, 1934 Riley and 1956 Chevrolet, reflecting the broad range of projects the firm is willing to undertake.

As well as the gilt-edged automotive examples everybody knows, Autovia is happy to work on them all. Often the project reflects a car with family or nostalgic links, the Standard 8 being a good example. We took these cars for granted when we were young and they were middle-aged, and they have acquired their own quirky charm now that we can see them displayed in as-new condition. Keith enjoys the tactile pleasure of working in wood, and his work on his Riley is there to admire, so Autovia can offer as complete a restoration service as the client requires.

Autovia specialises in project management and then assembling the results of the work carried out by their trusted network of engineers, machinists, panelbeaters, interior trimmers and painters. This skill in project management is particularly valuable. There comes a time when there is not a moment to waste, and we all know of restorations, whether amateur or professional, which have stumbled, depriving the would-be drivers of these projects months, or years, of enjoyment.

There certainly is a role for the knowledgeable application of operational management techniques, and terms such as Critical Path Technique, Just in Time and Strategic Alliance ensure that the timely delivery of every aspect of a restoration comes together. There is a time to bite the bullet and get on with that moribund project with the help of a sympathetic restoration team that can deliver the result when you need it, so now's your chance.

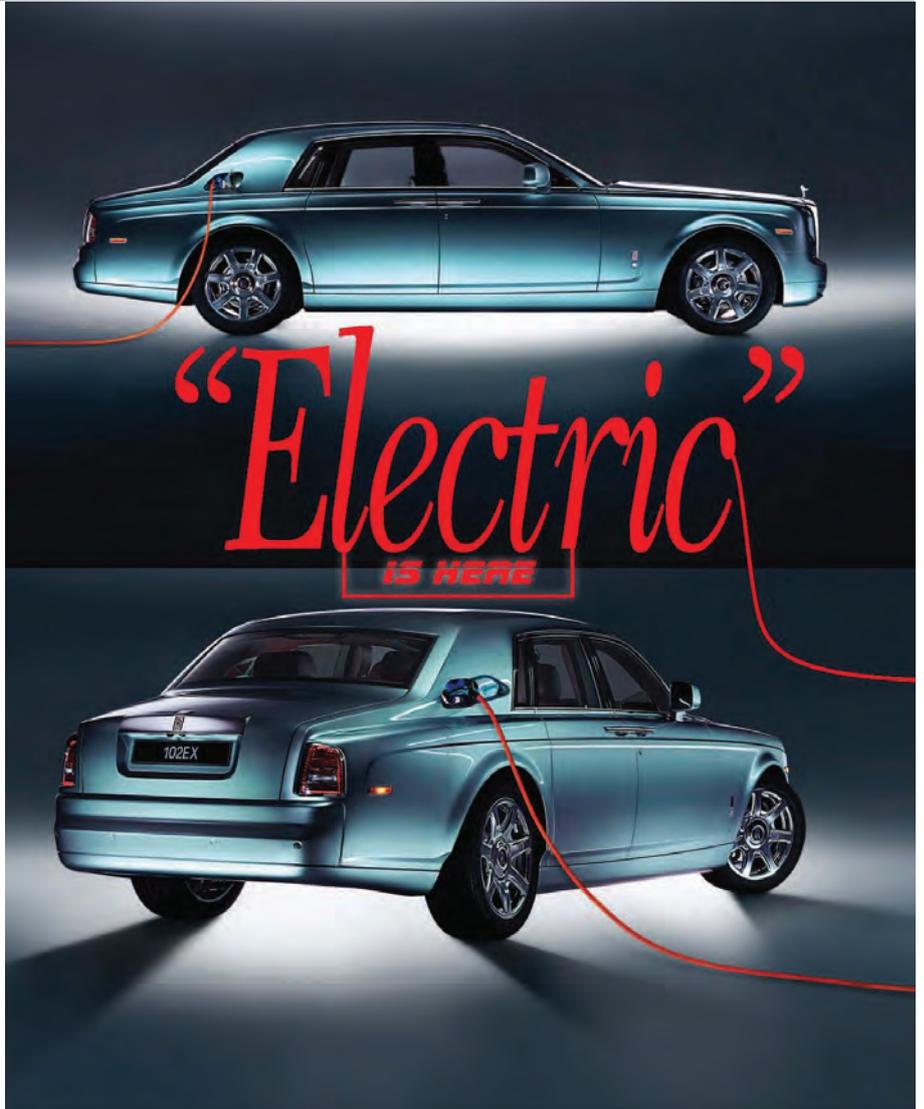
Autovia are at 66 Cresswell Avenue, Christchurch 8061. Telephone/Fax (03) 385 9050 E-mail info@autovia.co.nz and www.autovia.co.nz

Company News: 102EX, an Electric Rolls-Royce by Sabu Advani, Editor of The Flying Lady, and re-printed with his permission

“Electric” is here not meant as a figure of speech but literal: a Rolls-Royce Phantom powered by electricity—the first car in the ultra-luxury segment to test the waters. Alternatives to fossil fuel-powered vehicles are clearly a politically correct—and soon possibly politically mandated—area of interest to car manufacturers.

The 2011 Phantom Experimental Electric (EE) unveiled at the Geneva auto show this year is Rolls-Royce’s test bed both for the technology and the public’s reception. The car will embark on a global driving tour including Europe, the Middle East, Asia, and North America. The feedback and data gathered on this tour will inform the company’s long-range planning. Any talk of a production version is premature at this time. Rolls-Royce is confronted with the same fundamental questions every other manufacturer faces: will the car’s range be sufficient? will it operate in extreme conditions? will the technology (all-electric? hybrid?) be reliable and user-friendly? But then there are those questions that are unique to Rolls-Royce: will an all-electric drive-train provide a driving experience that is compatible with, if not improve upon, what customers expect a Rolls-Royce to be? The public is invited to visit www.electricluxury.com and participate in the discussion.

The standard car’s naturally aspirated 6.75L V12 gas engine and 6-speed gearbox have been replaced in the Phantom EE by a lithium ion battery pack and two electric motors mounted on the rear sub-frame. These motors are connected to a single-speed transmission (6:5:1) with integrated differential. Each motor is power-rated to 145kW which means a maximum power output of 290kW and torque of



David Monks, one of the engineers responsible for 102EX, was happy to talk about the project to visiting Kiwis, and invited us down to Goodwood. Unfortunately travelling deadlines and the congestion around the Goodwood Festival of Speed meant that we were unable to take David up on his kind offer.

800Nm available over a wide band. (Standard Phantom: 338kW, maximum torque of 720Nm at 3,500rpm.)

Gear-heads will have to learn a whole new vocabulary: the Lithium-Nickel-Cobalt-Manganese-Oxide battery chemistry holds around 230Wh/kg, providing the high energy density that is required for achieving an acceptable range between recharges. Right now, modelling suggests the EE should have a range of up to 200km, with broad torque availability, a 0–60 mph time of under eight seconds (standard car: 5.7 sec) and a top speed limited to 160 kph. Given the physical dimensions of the Phantom, the battery pack is thought to be the largest yet fitted to a road car. Peak current is 850 Amps, delivered at 338V DC. Overall capacity is 71kWh. Three separate charger units (3kW each) are fitted to the battery, which allow both single-phase (20 hours) or three-phase charging (8 hours).

A fourth charger, using a technology called induction, will allow for wireless charging. The availability of charging stations, even in cities let alone on the open road, is a key concern for

Rolls-Royce wouldn't be Rolls-Royce if they hadn't applied their minds to the whole package.

While obviously based on the Phantom and clearly recognisable as such, the EE sports a long list of differences. A key consequence of losing conventional power-train parts (cf. transmission tunnel) is that the cabin can be laid out differently.

Even the leather and wood are all new. Seton Corinova is an experimental vegetable-tanned leather that is said to "celebrate more of the curves, creases, and other features that are part and parcel of the life of the animal." Aside from aesthetic differences, Corinova has a number of practical benefits. It uses less paint finish than in standard chrome-tanned leather and creates less waste. It negates the use of oil-refined products and with further development it may be recyclable in agriculture to aerate soil.

Instead of the traditional use of wood for trim there is now a distinctive aluminised foil weave that contrasts sharply with the darker natural Corinova leather. Customers will have a very great deal to ponder with this bold new offering.



None of the 45,000 paint options in the Bespoke catalogue fitted the character of the EE just right so a new exterior paint was invented: Atlantic Chrome. This highly reflective paint uses ceramic nano particles (8,000–80,000 times smaller than the thickness of a hair or 1,000 times smaller than the size of a normal metallic paint particle) that give a wet impression. Atlantic Chrome is also used for the dashboard dials some of which have been modified to provide information specific to an electric car. A fuel gauge is obviously redundant and has been replaced with a battery charge indicator. One of the entertaining gauges in a Phantom is the power reserve dial that indicates how much of the V12's power remains available. In the EE this is complemented by a regeneration symbol beyond the normal 100% mark of the standard dial. Depending on the momentum gathered, it indicates the degree of recharge taking place as the vehicle is in motion.

Celebrity-spotters may recognise our National and Northern Region chairmen.

The five modules of 96 battery cells (1 with 38 modules, 1 with 36, and 1 each with 10, 8, and 4) are arranged in an irregularly shaped unit that pretty much resembles the shape of the original engine and gearbox; it weighs 640 kg. If used every day, the battery pack is expected to last three years.

drivers. Induction charging eliminates the need for a physical, cabled connection between battery and charger. Instead it utilizes a power transfer pad on the ground that delivers power from a mains source via magnetically coupled power frequencies to an induction pad mounted under the car's battery pack. (We will skip technical details at this time and wait to see if this technology ends up getting used.)

(Right) The induction charging system was being used in the Rolls-Royce exhibition marquee at Rockingham Castle.



(Left) CEO Torsten Müller-Ötvös takes a look at the EE's new bits. In Geneva he said: "Today, Rolls-Royce Motor Cars begins an exploration into alternative drive-trains, seeking clarity on which technology may be suitable to drive Rolls-Royce motor cars of the future. The alternative drive-train we choose must deliver an authentic Rolls-Royce experience. It must be a technology that is right for our customers, our brand and which sets us on a sound footing for a sustainable future. That is why this project is so important."



No more fuel filler! The new "Exterior Recharging Point" is a multi-pin socket behind a clear window. The tricolor LEDs show car's charging status. It starts with a blue light upon start-up, flashes during charging, glows green when "full," and flashes green as the solenoid is disengaged. Faults are indicated by constant or flashing red. Pressing the switch next to the plug will stop the charging process manually. The same functionality is also available inside the cabin from the centre console.

The Empire Struck Back on 12 November ... but it was a close run thing!

For some time, indications of a German secret weapon have trickled out from TVAL — The Vintage Aviator Ltd. The company's website showed an Oberursel rotary engine on test. Then, a new off-cut from a roll of German lozenge pattern fabric was spotted.

Finally, Fokker's last and fastest World War I fighter rolled out, the D.VIII parasol-winged monoplane.

Things looked bad for the red, white and blue, but the Bentley Boys were on the job. A deep throb sounded like something new in rotary motors, and WO Bentley's BR.2 hefted a hunky grey Sopwith Snipe into the air.

Snipe

Working for the Royal Navy, WO reworked the French Clerget with loads of the aluminium to which he was partial. The result is 17 litres — as beefy as rotaries got — and sounds like a grid full of Speed Sixes!

Historically, Snipes arrived on the Western Front in September 1918, a month ahead of the D.VIII. Snipes remained standard RAF equipment until 1925, and a little longer in far-flung bits of Empire. The Fokkers vanished rapidly. A number figured in Fokker's famous snatch and flew with the Dutch air services. Others found their way to Poland and fought against the Ukrainian republic in 1919. One survives in a museum.

The last airworthy Snipe flew almost 50 years ago, so this was a very special occasion.

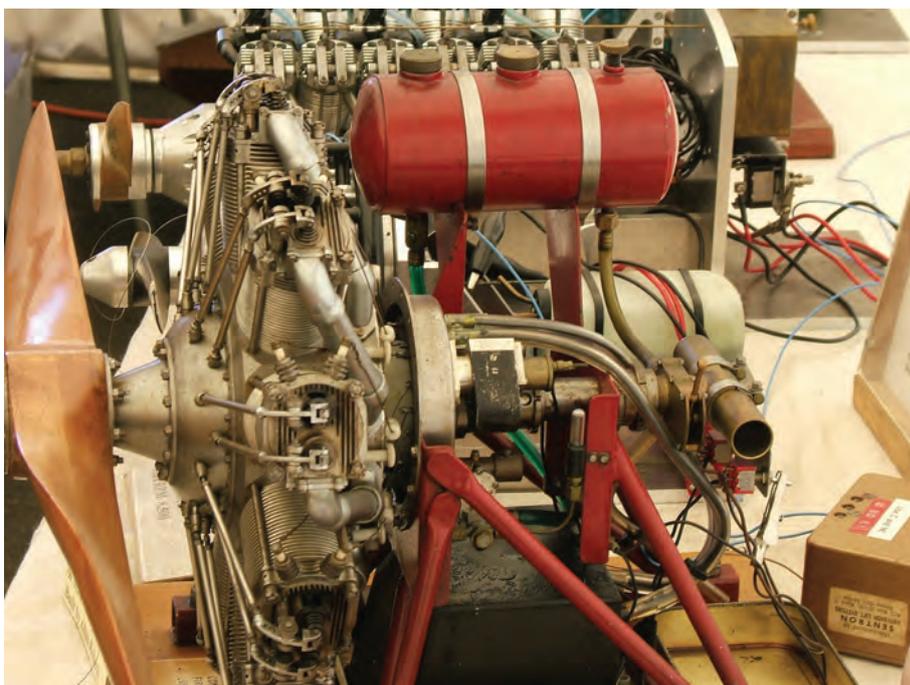
Monoplane v biplane: the two rivals make a fascinating comparison.

The Snipe is roughly twice as heavy, has twice the range and, at 230hp, more than twice the power. The Germans were fighting defensively, the Allies offensively, with the Snipe able to escort bombers well into enemy territory. The Snipe is a whisker faster, the Fokker climbs a bit higher, so there is almost nothing in it — on paper.

Combat

A Snipe figured in one of the most remarkable lone fights of the conflict.

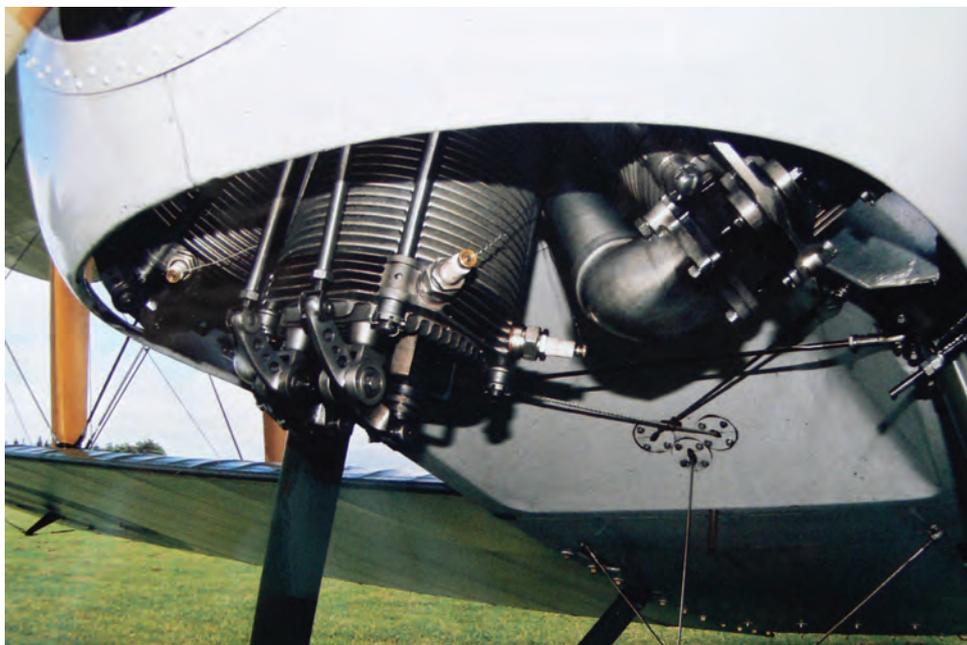
Major William Barker from Canada had achieved over 40 victories flying the same Sopwith Camel when he was posted to a safer job with the School of Air Warfare. Then, a chance check-up on combat tactics suddenly plunged him into a fight with up to 60 enemy aircraft.



The Bentley Rotary BR2 displayed earlier as a static exhibit at TVAL



It began when Barker spotted and dispatched a two-seater, only to find himself surrounded. Progressively wounded in right and left thighs, Barker fought desperately, lost consciousness twice but managed to destroy three more aircraft. With his left elbow now shattered as well, he charged through the lowest layer of the German 'circus' and brought his Snipe in to a successful forced landing on Allied soil, earning a VC.



Show time

The D.VIII and Snipe were just two of 19 World War I planes in action at Hood Aerodrome, and even grey skies and a skiff of chilling rain couldn't freeze the magic.

The weird-looking Airco DH5 'staggerwing' took on a sleek Pfalz that once starred in the *Blue Max* film.

Fokker put up a monoplane/biplane/triplane trio, before three Fokker 'Tripehounds' formed up. The Sopwith triplane — historically earlier than the Fokker — fought tripe on tripe. The Nieuport 'Bébé' leapt skywards with puffs of castor oil smoke, and more smoke poured from assorted Huns that fell to their doom behind the willow trees and climbed discreetly away offstage. The deep throb of the Albatros Mercedes engine contrasted with the blipping rat-tat-tat of the Camel's Gnome rotary. Nor should one forget the stately BE.2 duo that seemed to hang in the air. One has a 1914–15 Renault engine. The other is the world's only airworthy original, thanks to the RAF engine, reverse engineered in Wellington by TVAL. The Remembrance Day theme closed movingly with the stately FE.2b pusher and original Bristol Fighter leading an SE.5a flight in RAF formation against a dramatically darkening sky.

Your turn?

TVAL has asked me to organise some long-term low-key vehicle support for these shows.

Because of space and time constraints, clubs that would like to be invited need to apply. Vehicles will be put on static display. In addition, cars that fit the show theme and period may be invited to do a drive-by parade.

On 12 November 20 assorted veteran cars and motorcycles paraded. Because of the VCC rally, we are not organising anything specific for the 21 January show, but on 28 April I hope to close our season with a demonstration by pre-1939 competition related cars as a tribute to Brooklands. Suitable saloons of that era may be invited to form a background.

Time machine

TVAL at Hood Aerodrome, Masterton, is not a museum. It is the operational hangar of a private collection, open November to April at weekends and by arrangement to tour parties of 10 or more at other times. History, biography and engineering are all entry points to the scary world of World War I aviation. As fresh aeroplanes continue to emerge, we are learning a great deal that was lost, or only vaguely recorded in books.

Check out the differences between the Renault engine and the RAF development of it, or the differences between British and German practice. Then there is a whole philosophical debate between the light and heavy fighter. We now know not only how these aircraft looked, but also how they sounded, smelled and performed in the air. The step-up from Camel to Snipe wasn't all gain. And the practical question: how would you take one of these to war? This is no glorification of combat. I often find women ask some of the best questions. Check out the terrific Vintage Aviator web-site, and if being part of this appeals, get in touch. TVAL operates the oldest Rolls-Royce aero engine flying. For the future, TVAL shows are on the Saturdays nearest to Remembrance Day and Anzac Day, and in mid-January the year there is no Wings Over Wairarapa show.



Unfortunately, they are weather dependent. Contact Sara Randle (06 377 7999) for events, and Scott Thomson (06 377 0805) for car display invitations to airshows.

B19NY, by Richard Hadfield



Richard and Lois Hadfield enjoying the fruits of their labours, with B19NY, in Peter Morelli's photograph

This first part has been gleaned from correspondence from Bernard King.

Bentley B119NY, a Park Ward bodied Mark VI drop-head convertible painted Tudor Grey, was supplied by Jack Barclay on 9 April 1952 to James Byron Chaplin of P. J. Howes Ltd. They were a major Australian wine importer founded by his father Percy Frank Chaplin in the 1920s and, through a subsidiary, The Emu Wine Co. Ltd., they operated a number of important vineyards in South Australia. The companies disappeared in 1976 when taken over by Hardy & Co.

Chaplin part exchanged B119NY at Jack Barclay for R-Type B215TO, similarly with Park Ward drop-head coupé body and, in turn, took delivery of S1 Continental BC22AF, S2 Continental BC23AR and BC110XC all with Park Ward or Mulliner-Park-Ward drop-head coupé bodies.

Jack Barclay sold B119NY on to Rock & Downes Ltd of Aldridge in Cheshire on 30 April 1954. This company was founded in 1900 but disappeared some years ago and, so far, I have been unable to find out more about their stock-in-trade.

On 10 July 1961 it was sold to a Mr. Bell of the Peacock Inn, Basloe, near Sheffield. He then disposed of the car to the dealers Adams & Oliver Ltd. The Adams & Oliver sales records show that the car was sold to Jim Sullivan in New Zealand in 1969, and my personal records show that he retained the car until 1996, then with Conroy 1996-2002 and Carey 2002-2009.

From here, I have assembled information from local sources in New Zealand, including club members and the Land Transport Dept. as follows.

Adams & Oliver sold the car to Jim Sullivan from Timaru in 1969.

Jim Sullivan sold it to Brian Albert Conroy from 97 Fairview Rd.,

R.D.2 Timaru on 25 October 1996.

Brian Conroy sold it to Richard Guyon Fuller Carey from 1 Cave Terrace, Redcliffs, Christchurch with a joint owner as Toni-Marie Carey.

Lois and I bought B119NY on 15 December 2008 and we hold it in joint ownership.

Excerpt from Club Magazine 10-4, March/April 2010 re early history of our Mk VI in New Zealand, as written by Jim Sawyers from Havelock North (ex Timaru)

“Another interesting car which Jim Sullivan owned was a Mk VI Bentley DHC by Park Ward, which he purchased sight unseen from Adams and Oliver of London in late 1969. When the car arrived in New Zealand Jim discovered there was substantial rust damage to the rear chassis, and he was successful in claiming some compensation from Adams and Oliver.

“The car, when it arrived, was in painted, two-tone green. Jim Sullivan kept the car for some years, and in 1975, when Dave Bowman died in Christchurch, Jim drove four of us from Timaru to Dave’s funeral in it.

“It was sold to Brian Conroy of Timaru, who during his ownership I believe had the rust damaged rear chassis repaired and the car was repainted silver.

“Circa 2006 this car was for sale at Bruce McIlroy’s showroom at Ashburton for some months and last year was sold by Fazazz in Christchurch to our Chairman Richard Hadfield. This car is featured on page 5 of Issue 09-1 of the N.Z. Rolls-Royce & Bentley Club magazine.”

Our ownership, Lois & Richard Hadfield

I had a phone call from Phillip Eilenberg, our club secretary at the time, who was coming to the end of a major and highly successful restoration of a Mark VI 4½ litre standard steel saloon. He told

me of a Park Ward D.H.C. for sale at Fazazz in Christchurch as above.

I asked Tom King, our magazine editor who lives in Christchurch, to pop in there when he was next in town and report on the condition in general terms and advise if it was worth flying down there for a closer look. His report was encouraging so Lois and I took an early flight down there on a Friday morning arriving around ten o'clock. A taxi into the city had us at Fazazz at about 11.45 a.m. where we found that while the car was being moved from the showroom to the yard at the back so we could take it for a drive more easily it has suffered a mishap, and a large chunk of body filler was hanging out, looking quite awful. Lois was quick to see this and pointed it out to me by way of being a critical purchaser, and she then went to the engine bay and pulled out the oil dip stick. She did not comment on the black colour of the oil but on the fact that the engine was hot which indicated that it had been run that morning probably in an attempt to warm it up before our arrival. The prospect of dealing with a woman of uncertain age (and a blonde to boot) who seemed to know exactly what to look for in second hand cars must have been daunting. The hood was down so we asked to see it up, and left that to be sorted out as we went around the corner for a cup of tea, for we had been under way since 6 a.m. On our return the hood was up, and Lois immediately pointed out the cracks and small tears in the rather obviously cheap replacement hood in vinyl material. In our minds this was another \$2000 off the asking price. We went for a test drive, and before long Lois asked for a turn, whereupon she stalled the engine while trying a three point turn. The battery was flat, no doubt from operating the hood mechanism, and it only started with great reluctance. We now noticed that the ignition light was on, indicating that no charge was registering, and probably requiring a generator recondition – another \$500 to spend.

We got back to the showroom and were asked what we intended to do, and I listed all the faults with a rough estimate of the cost to fix them, which came to around \$10,000, and offered a quite logical \$10,000 less than the asking price, at which a bit of blenching took place. Since the car was for sale "on behalf," I suggested that he do some work for the vendor by making a phone call to apprise him of our offer, and. It must have been 15 or 20 minutes before we were told that we had bought the car. To the "I suppose you will be driving it back up north" we said "not likely," and the cost to transport it (by rail) was a little over \$600, which is cheaper than driving to Auckland along with the ferry fare and a couple of nights in motels, not to mention the petrol and oil, and the potential of a breakdown with an unknown motorcar. It was about the following Wednesday when the car arrived at the rail head in Onehunga and we went over there to collect it. It drove very nicely home and I could tell we had a real gem to add our fleet.

I now have photographs of the car as it arrived in New Zealand, and it is clearly painted two tone green. The convertible hood can be seen to be the poor quality vinyl one we found. It seems, therefore, quite likely that it was painted sometime in the U.K. as the build documents have it as Tudor Grey.

We lost no time in starting a few of the refurbishment jobs most of which we had lined up and booked it to various tradesmen. First it went to Colin Gray for a general service and oil change and general check over while up on his hoist; then to Mike Jackich to start the panel beating. He had the left hand guard and door off in no time and has done a really marvellous job on them. Then it went to Scott Wood to reupholster the rear seats to match the front ones, and re-carpet the boot and make a new double duck fully lined and padded hood.

Then it was back to the body builder who did much the same to the right hand side as he had done to the left. There was extensive corrosion in all these parts and at some time during its life, the

car had had some pretty Mickey Mouse attention. For example, the bottom panel of both doors had been replaced with marine plywood; effective but ugly, and certainly not even slightly Concours.

The body has been refurbished back to the rear of the doors, and I have in mind doing the rear section and boot lid next winter.

There was a B.D.C. tour of New Zealand in February, and we decided to join in with our car for the last half after the Art Deco weekend in Napier. We decided that a quick trip to Helensville for lunch with Len Woodgate and Joy would be a good way to open up the car and look for any other possible or potential faults, and lucky we did, because on the return journey it started to mis-fire. Len, who is also an aircraft mechanic, was sure that it could be fixed by tuning the carburettors so he took it home and fully reconditioned them both (including a full \$130 kit for each). After this the mis-fire was marginally worse so the thought was that it must need a new set of points. That made no improvement and nor did a new coil or a new condenser. In desperation we took it over to Colin Gray to put on his diagnostic machine. Nothing really obvious showed up so Colin went by the seat of his pants and took out the spark plugs and set the valves so that adjacent cylinders were closed. Air pressure introduced into no. 2 produced a stream of air from no.3 indicating a blown head gasket.

Off came the head, which proved him to be correct, but, as always, there was more to be seen. The one characteristic of all the Rolls-Royce and Bentley engines of this era is that they go and go and go but when they finally fail, everything, but everything, needs doing. The valve stems were very sloppy in the guides and there was evidence of some wear in the bores. Out came the engine and we were in for a full engine re-condition. Colin stripped it and we gave the machine work to David Hey of Engine Specialists in Glenfield. He has been very diligent in sourcing various parts. I told him that an Australian company were making the pistons and, via Bruce McIlroy, he has sourced cam followers and bearings. Colin sent the distributor and the crankshaft damper down to Ashburton for re-building and soon all the revolving bits were back for balancing.

When we had the engine re-installed in preparation for shipping to Britain for the B.D.C. tour of Great Britain we discovered that the engine was surging very badly. The engine was responding to throttle movement so that the increased torque caused the engine to revolve around its centre line. This movement, in turn, would cause the throttle to be backed off and the engine would return to its resting point which duly wound the throttle on again. This movement was quite violent and the car was almost undrivable.

I had also noticed that the steering was super heavy, so it would be next to impossible for Lois to drive the car with any comfort. All this occurred when we should have been preparing for shipping, so we decided to ship the Arnage for the rally. This turned out to be fortunate, as I was quite ill during the rally, and poor Lois had to drive nearly all of the three thousand miles.

All this decided me to take the car to the hydraulic magicians in East Tamaki known as P.G. Hydraulics. They designed and fitted power steering to the car and at the same time fitted a brace to resist the torque reaction of the engine. What a difference these two modifications have made; very driveable and very enjoyable.

We drove to Te Aroha for a weekend to visit some friends and Lois drove down while I drove back; altogether a thoroughly enjoyable drive for both of us. Now we plan to go to Wanganui in January for the Vintage Car Club's "Vero" rally. Both of us are looking forward to it.

For the purists among you, no holes have been drilled and no cuts made to fit the modifications. The car could be returned to standard in a couple of hours as we have all the original parts, but I can't imagine anyone wanting to.

Rolls-Royce 20 h.p. - Making the Brakes Work by Don Cresswell



Don and Carol Cresswell with GA69

We purchased our 1923 Rolls Royce 20 HP in February 2011 and decided that driving her from Wellington to Thames without any idea of how reliable she might be, and with no experience of roadside repair techniques, may be asking too much of both the car and ourselves. To have her delivered by car transporter was a cheap and effective means of getting her home to Thames, as the cost of the freight proved to be about the same as the cost of the fuel she would have consumed.

Once we had her in our garage, the sorting out began with getting her to start and run reliably, so a full day was spent making sure that all the control levers, rods (no cables on this car!) and linkages were working with full and free movement. At the end of the day, our loving care and attention was rewarded by total rejection as she refused to even try to start.

Day two saw a full revision of the first day's work, spark plugs re-gapped, distributor cap removed and tested. Centre contact spring looked a little weak and an attempt at a minor adjustment saw it broken right off. A dozen fuel leaks were tracked down and corrected. Carburettor float level checked etc, etc. The end result was exactly as day one, total refusal to start.

Day three, equipped with freshly cleaned glasses, fully charged torch, jewellers magnifying head set, hand book pre-read and open at "Carburettor adjustment", we finally find that a locking screw on a carburettor needle jet has been left untightened and all my previous fiddling has ratcheted it to fully closed. The book tells me how to adjust it and suddenly, with the aid of six times magnification, the original setting marks become visible. With the locking screw carefully tightened, she fires up immediately, so now we can take her for a good long run and check her out on some hills.

She goes as well as we could expect at this stage of our ministrations, but trying to stop the beast is quite another matter. In 1923, rear wheel brakes were considered sufficient but the driving habits of modern drivers leave no room for any error of judgment on our part, and the necessity to select the correct gear before attempting a steep descent leaves other road users even more impatient than usual.

This problem has been examined by a previous owner and a 1925 front axle has been fitted in an attempt to convert to four wheel brakes. Unfortunately, Rolls-Royce designed the brakes on this

axle to be operated by a servo system attached to the gear box, and we don't have either. The adaptation used cables linked into the rear brake rod actuators and run via a turning block to the front brake levers. This proved impossible to adjust as the front brakes required almost three times the distance of travel for full actuation.

Having looked at many options we decided to investigate the possibility of adapting the system to hydraulic. We decided to install two master cylinders, one for the front, and one for the rear brakes. We studied where we would position these, the choice being to build them into the engine bay, or to mount them on a bracket attached to the chassis underneath. The standing up option seemed preferable and we first attempted to build a bracket with a balancing system, to fit just ahead of the fire wall and in line with the brake pedal. We chose "Trojen" trailer master cylinders for their simple mounting arrangement, ready availability and price. All the leverages and travel distances

were coming together OK but eventually we could not find enough room to get the unit into the gap below the steering column. Option one exhausted, we studied the layout of the existing mechanical brake system and established that the rear mechanical brakes had an effective balancing system built into the linkages between the pedal and the two brake rods. By mounting a master cylinder ahead of each existing brake rod actuator, one on each side of the car, the mounting brackets became relatively simple and none of the old foot brake geometry had to be changed. The rear brake drums are very wide as they accommodate a set of foot brake shoes alongside a separate set of hand brake shoes and the drum is so packed with actuators and adjusters that we decided to leave the mechanical system alone and fit a Toyota clutch slave cylinder to the old mechanical linkage on each side of the axle. The hand brake was checked thoroughly and all the linkages and rods adjusted but otherwise left unchanged.

The front brakes were more difficult, as the old drums had been skimmed a few times too many and were well below the minimum recommended thickness.

With the aid of our brilliant engineer, John, we opted to machine a new pair out of solid billets of steel and while this meant machining away a huge amount of material, the finished article was true, of sufficient thickness to handle a good deal of wear in the future and even sports a modest fin to aid in cooling if they work as well as we hope they will. The selection of a wheel cylinder was limited by the width of the brake shoe which at 35 mm was much narrower than commonly available. Eventually we found that the (XJ?) Holden front wheel cylinders would fit into the space with the added bonus of also fitting into the hole in the back plate vacated by the old mechanical linkages with only a modest amount of adjustment with a half round file. The brake shoes had to be extended to line up with the new brake cylinders and new actuating rods designed with a mechanical stop onto the brake cylinder and a manual adjuster accessible through a hole in the side of the brake drum. Finally the brake shoes were sent away and bonded linings fitted. The most tedious job of fitting the shoes to the drums could only be done in place and this entailed fitting the drum and removing it for further work on the linings, dozens of times. We could probably have speeded this up at the cost of removing more of the lining than absolutely necessary but having worked at the conversion for over a month at this stage, it seemed

a reasonable price to pay for keeping as much of the linings as possible.

The removal of the old mechanical linkages disrupted the system of tubes and “banjos” that had greased the linkages both inside and outside the brake drum together with the king pins and , remarkably, continued to the brake linkages built into the front axle. These had to be adapted or removed as necessary and in all cases, checked that they were actually supplying grease where it was needed.

With all the elements in place, the hydraulic pipes were measured and cut and ends swaged, flexible brake hoses designed and made and the piping fixed in place. Filling with hydraulic oil and bleeding produced only a few leaks which were soon corrected but we had a problem with the wheel cylinders leaking which we eventually tracked down to our purpose built actuating rod being about a mm too long and applying too much pressure to the spring between the brake cups and thereby distorting them enough to leak. Once found this was easily resolved. Road testing produced

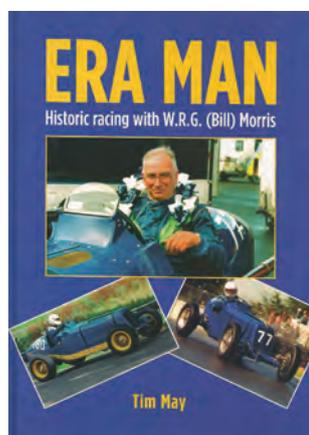
another unanticipated problem with the brakes binding up as they became hot. Investigation found that the master cylinders were not being forced to return to fully open and a small change in the leverage on the foot brake pedal linkage allowed the adjustment to be made.

This modification was required to be certified and the certifier was happy with both the engineering and the end result. It would be most difficult to improve the braking on this old car to modern standards but with the brakes now effective and reliable, it makes for much safer driving than before.

Overall this has been an excellent project. The car now actually STOPS when required. We can approach a steep descent without fear of missing the gear change. The stress level of the driver is now acceptable.

Don & Carol Cresswell Email crezwell@wave.co.nz
Current guardians of “RR20HP” Chassis No GA69

Book Review



ERA Man: Historic Racing with Bill Morris

Author: Tim May

Publisher: Morris Publications

Lower Ashmead House,
56 Lower End Leafield OX29 9QJ
England

Available from david.kergon@btinternet.com

Price: £30 plus p&p UK £5, Europe £7, rest of world £10.

Hardback (9 by 7in.) 168 pages with 218 period b&w and colour illustrations **ISBN:** 0-9544340-0-5

This is a complex, fascinating book. The author is an ERA enthusiast from boyhood, a longtime member of the ERA Club and editor of the ERA Newsletter. His biography of Bill Morris is the theme which runs through a comprehensive history of 50 years of historic racing, ERA history, the problems and practicalities of restoration and simply having fun.

The very young Bill Morris and David Kergon repatriated ERA R12B, originally Prince Bira of Thailand's Hanuman II, from what was then Rhodesia in 1962. The car and a load of spares cost £750, serious money for a pair of apprentices fifty years ago. An initial rebuild had the car running in VSCC and other events in 1963. A steep learning curve was assisted by numerous helpers at Lancaster Mews and advice and support from other ERA owners, almost all of whom tackled restoration, maintenance and race preparation themselves.

May does a good job of disentangling the various ERAs which provide the timeline for the story. The first Morris car was R12B, with a beam front axle and 1.5 litre engine. This had started life in 1936 as a beam axle works car but was shortly converted to Porsche IFS and a Zoller blower and renumbered as R12C. In this form it was acquired by the Chula/Bira equipe and named Hanuman, a skilful and daring Thai demi-god. Following a bad shunt at Rheims it was rebuilt on a spare beam axle chassis frame and logically reverted to the serial R12B. According to Prince Chula this was a new entity, Hanuman II.

Happily, the Rhodesian spares cache included the original IFS chassis in not too badly damaged form. An heroic search for ERA spares found enough to reproduce the original Porsche IFS-equipped R12C, which appeared at the 1982 VSCC Silverstone

meeting. The overall result was two ERAs on their original chassis and correct engines; a minor philosophical issue is that both cars are entirely genuine, but had not previously existed simultaneously.

As though two ERAs weren't enough, a third appeared. Prince Bira's first ERA, R2B Romulus, was recovered from the National Motor Museum by Princess Narisa and arrived with Morris for restoration. The car was basically sound and completely original but suffered from internal corrosion. By 1976 it was racing again.

By way of a change Bill was later involved with the post-war E-type ERA, then owned by Gordon Chapman. Tim May points out that the E-Type has had a bad press: significantly, careful preparation got the car running well and Bill achieved a personal ambition by getting the Zoller blower to work properly.

Competition in just about everything from Austin Sevens to front engined GP cars unifies the story, but this is not a tedious series of race reports lifted from the weeklies. Outstanding events are described in detail, with people, places and parties as important as the racing. Perhaps the most memorable was the historic event in Thailand organised by Narisa Chakrabongse, daughter of Chula and owner of Romulus. More significant in the long term was a series of events in Australia and New Zealand where Bill and Victoria Morris made a host of friends, finally establishing a second home in Victoria.

Long involvement in historic racing inevitably led to controversies. Bill and Jenks agreed to differ over whether Romulus should have been left as raced by Bira: Bill's argument was that the car was steadily corroding and needed not so much restoration as rescue. He admits that an ultra-competitive climate in the late 80s and early 90s led to 'people getting up to all sorts of mischief' with historic cars, and campaigned for authenticity as a member of the VSCC Committee.

Of course there was more to life than ERAs. Bill Morris became the accepted expert on preselector gearboxes, providing spares and racing rebuilds and both he and his wife Victoria rode the best sort of Italian OHC motor bikes. This book makes only passing mention of the great achievement of restoring the unique Formula 1 Kieft and its Coventry Climax V8 from collections of parts scattered round the country: The single seater now has a re-creation of the one-off De Soto engine sports-racing car for company.

This well structured personal story is also an important review of historic racing. Photographs, period and modern, are outstanding and there is a good index.

Sandy Skinner

Letter to the Editor

Dear Tom,
I have only recently joined the world of Rolls-Royce ownership, and I really enjoyed reading Scott Thomson's articles on his father, and his life with Rolls-Royces.

In the late 1980s I drove up to Palmerston from Dunedin to visit Tommy, whom I had never met but knew of, as he was well known in Dunedin as one of very few people to own a Rolls-Royce. Another Dunedin gentleman was Stuart Falconer, who was as well known an identity with his cigar smoking and his Rolls Royce Silver Dawn as he was as the owner of the Melbourne Cup winner Baghdad Note.

Tommy was an absolute delight and enjoyed talking to me. His Phantom II had the grille dismantled at the time so he could work on the thermostat control linkage and he chuckled to me that he better not 'croak' before he had got it finished as there were very few people around who could have put it back together again! I had a wonderful 2 hours in Tommy's company; an afternoon I still treasure to this day.

Cheers
Alan Race

Holiday Snaps - More of Lois Hadfield's Photographs taken during the Bentley Drivers Club Tour of Britain in June and July 2011



(Above) 8 litre Bentley YR5091 was originally a Freestone and Webb Saloon. Here it sits, with its peers, on The Royal Mile, Edinburgh, normally traffic free but opened to participants in the Bentley Drivers Club Tour of Britain.

(Below) View of grounds, Dalmahoy Hotel, Edinburgh, from bedroom window



(Above) Cloud effects, summer sky at Torquay; it'll probably rain.

(Below) David and Lorraine Hughes entertained the Tour at their home in the New Forest. Note the Gurney Nutting Mark VI B383BG with the patented parallel opening doors, which was on the 2006 NZ Tour.



Peter and Mary Morelli in YX5114 at a lunch stop in Lancashire.

Another member's home, Terry and Margaret Lister's, with ornaments



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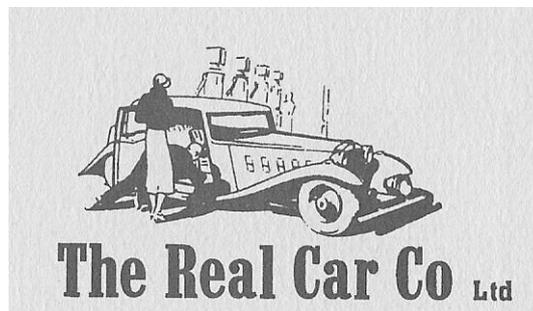
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People at the RREC Castle Rockingham event were kind and approachable. One wouldn't walk into an elaborate picnic with a "Hi, I'm Trev from Taihape," but who wouldn't warm to someone working on an early 20 h.p.? Then there are the Parts Marquees...



The Real Car Company had a range of cars on offer at Castle Rockingham. (Left) B158GA, a 4¼ litre Thrupp & Maberly Saloon, and (Right) B158DG, a Park Ward Saloon.



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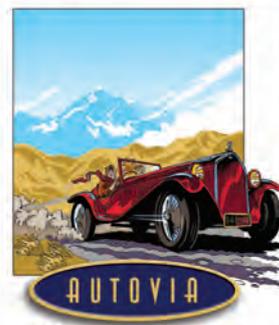


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Left, a 1960 Alfa 2000 Spider by Touring, and Rolls Royce Silver Cloud III James Young at Autovia's workshop.



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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.

Proposed programme:

Saturday 7 April: Members arrive Feilding Raceway Motel Easter Saturday 5.00pm approx. Drinks 6.30pm, followed by a meal in the Motel restaurant and a social time to be advised.

Easter Sunday 8 April: Morning tea 10.00am then Annual General Meeting in Conference Room followed by lunch .
2.00pm Run to Kimbolton through The Country Road, visiting several gardens featured in the "Gardens of Manawatu" book.
5.00pm Return to Motel

6.30-7.00 pm drinks followed by Dinner.

Easter Monday 9 April. – 10.00am checkout.

Drive to home visit. After home visit, members depart for destinations.

Northern Region

Saturday 21 January: Picnic run. Further details will be posted shortly on the Club web site

Central Region

Refer to the Club website

Southern Region

Thursday 15 December 2011: Twilight Get-Together of Collector's Cars is being organised by the Sydenham Businessmen's Association, and we have been invited to participate through Anthony Dacre. The venue is Buchan Park, corner of Buchan and Words-worth Streets in Sydenham, from 5 p.m. The contact is Aaron Hagerty, 'phone 0274 385 405.

Sunday 8 January 2012: Banks Peninsula Event, with a picnic at a scenic spot, followed by dinner at Governors Bay Hotel.

Classic Wheels at Greendale 25 March 2012. We have been invited to attend this event at Greendale Domain from 10 a.m. to 3 p.m., a fund-raising event for the school, organised by John Ridgen, with entries \$10 a car, and admission \$5 a person. John can be contacted on 0272 801 329 or through principal@greendale.schoolzone.net.nz and this sounds like an excellent way to celebrate the Ridgen family's long association with our club.

North Canterbury Weekend at a date to be arranged

Otago Weekend at a date to be arranged

In June 2013 the Rolls-Royce Enthusiasts' Club is organising a Centenary Celebration of the Rolls-Royce success in the 1913 Alpine Trails. Their Past Chairman, Tony James, writes: "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 or Tel: +44 (0)1346 730 373."



David Merryweather found this gem, with the knowledge that if a Club member doesn't have a Rover, a Jaguar, or Riley hanging about the place, there is more than likely to be a Model A Ford in the offing.

