

# New Zealand Rolls-Royce & Bentley Club Inc

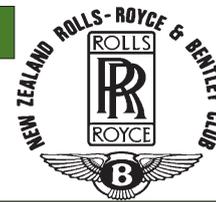
Issue 12-5, 2012





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

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### NEXT MAGAZINE:

**Deadline for receipt of all material for Issue**

**12-6 is 22 November 2012.**

*(Front Cover) Close examination of this photograph will show water droplets on B175KU's bonnet.*

## Membership

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

**FEES:** Registration Fee \$ 10.00 (once only)  
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## 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

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 3398 309, e-mail [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz) 191 Sparks Road, Christchurch 8025. Commercial advertisements will be the subject to 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.

## Mainland Comment

Hands up all those who are fed up with winter, and who share with the editor a feeling that winter should be visited, such as in this photograph of SACSZ003FCH13705 and B274MN carefully setting off from The Hermitage on a Southern Region visit to Mt Cook a few years ago, rather than have it come to stay, as it seems to have done this year.



Quite how a person who has been mugged and robbed of all he possesses can have the facilities to delve into his e-mail contact list and send out a begging letter to each person or organisation contained therein is a question worth pondering, but please accept the editor's apologies for any such message which may have reached you. The editor is not quite sure how many "l"s and "p"s there are in that particular country's name, and has no intention of ever travelling there. Issues of privacy, confidentiality, and identity theft are being considered by the Club's executive, and certainly your editor is feeling the effects of his virtual mugging and the loss of contact list, in-box and out-box as the Internet Service Provider took steps to remove the problem. This feeling of fragility has been compounded by the mention in the August edition of *Classic Driver* magazine of someone whose name is similar to your editor's, but since almost every "fact" is wrong it can't be about him.

In this and future issues of our magazine we welcome the contributions of Eoin Young, who left Timaru for Britain as Bruce McLaren's manager, and went on to have a distinguished career as a motoring writer before returning to retirement here. His was a classic case of being the right bloke in the right place at the right time, and he interviewed many interesting historical figures. Most of these articles were published in car magazines, but a very long time ago, and he is happy for us to print his revised articles, often with the help of his photographer friend Terry Walton. As a reminder of the vastness of the Rolls-Royce company, in this issue we also have an article by Bernie Lewis, a retired Rolls-Royce test pilot, now retired and living here. A glitch in Wendy Bryce's article on "Mr Jefferson's Virginia" Tour in Magazine 12-4 on Page 10 resulted in the caption underneath the photograph of Thomas Jefferson's home incorrectly identifying it as "Montpelier," which was James Madison's home. It should of course have been called "Monticello." Sorry, Wendy, and readers. Wendy's article has also been published in the current issue of *The Flying Lady*.

## Central Region at the Anzac Air Display; Roy Tilley's Story & Photos



The Anzac Weekend air display at Masterton's Hood aerodrome was attended by several Central and Southern region members with and without their cars, to contribute to a joint display of pre-war cars and aircraft. The flying display included aircraft from the collection of The Vintage Aviator Ltd, which were of World War I vintage. Many of those flying were exact replicas of the original models that had been built here from scratch using totally original techniques and materials, including their engines.

This collection of WWI aircraft is one of the largest in the world and includes planes from both sides, so we could see and hear SE5s, a Sopwith Camel, Sopwith Snipe (complete with newly-built Bentley BR2 rotary engine), Vickers F.E.2b 'Gunbus' and Bristol F.2B Fighter doing simulated battle with Fokker Dr.1 triplanes, D.IVs D.VIIIs and D.VIIIIs, together with Albatros D.Vas and Pfalz D.III, just as they had done over 90 years ago. The sights, sounds, smells and mud were there (note to self: Wear gumboots next time!)



(clockwise from above) Scott Thomson's Riley Brooklands Replica and Ann Thomson's Grand Prix Darracq in front of the FE2b; Albatross D.Va; Bristol Fighter; FE2b



(left) 6½ litre Bentley KR2692 and Hispano Suiza, and (right) 7KG and 60ZG with attendant Model A Ford and Austin Seven at Hood Aerodrome, Masterton, on Anzac Day.

The only things missing were the shells and the bullets.

The pre-war car display was also a belated celebration of the Centenary of the Brooklands race track in 2007 and consisted of pairs of appropriate cars 'racing' each other down the runway. So we had Bruce McIlroy and Neville Jordan with their Silver Ghosts, 60ZG and 7KG, for the quietest race ever, along with Mike Stewart's Riley roadster and Scott Thomson's Riley Brooklands Replica, Brian Rankine's 6½ litre Bentley, Terry Roycroft's type 35 Bugatti, a 1925 Cadillac and many others.

Also on display was the late Roy Southward's Hispano Suiza, a Holzmann and a Fiat tourer on display by Ian Hoggard. TVAL also displayed their ABC motor cycle, but most impressive of all was the 1906 12.7 litre Grand Prix Darracq, which was last raced by Sir Malcolm Campbell at Brooklands in 1914. For the technically minded, its gearing allows 78 mph at 1000 rpm with the red line at 1500 rpm! It was driven by its owner, Anne Thomson. The Darracq is a most fearsome looking and sounding machine and for some strange reason its demonstration run was a solo event, but when one observed it doing hand-brake turns (intentionally?) on the runway, one understood why nobody else wanted to be too close!



## Neville Minchin; a Postscript



Dear Mr King,

Making the most of a spell of insomnia, I happened on your website whilst browsing and came across the excellent article in your Magazine 12-1 on G.R.N. Minchin written by Tom Clarke, and referring in passing to GFN8, his last 20hp and mentioned elsewhere as one of 10 favourites out of the 149 cars he owned.

GFN8 is in (almost) everyday use here where I live in Hereford UK. I use it for local shopping, play duplicate bridge about four times a week, and invariably drive to tournaments where parking is private and therefore safe. It is a delight to drive and with its high ratio rear axle and Laycock overdrive, which was fitted by Tim Payne last year, can keep up with modern traffic conditions with comparative ease. Eagle eyes might notice the rear mounted spare wheel in the Clarke/Fasal book picture of GFN8 and the side mount in my picture, the car has both side and rear mounted spare wheels.

The county of Herefordshire with its relatively low population has an unusually high ratio of vintage cars within its borders and the VSCC's local New Years day meeting usually sports a three figure turnout of exotica, so it isn't unusual therefore to see ancient transport on the slightly quieter roads usually driven by equally ancient drivers, like me.

Your website is most interesting and I know I'll be taking a peek from time to time; in the meantime enjoy your coming spring and accept my best wishes and kind regards,

Yours sincerely,

Ronaldo Rossi

West Court, Holmer, Hereford HR1 1LJ

This started your editor on another reading of a loaned copy of Minchin's *Under My Bonnet* (G.T. Foulis, London, 1950), a quite fascinating book. Before the First World War Minchin was at Cambridge with William Barnard Moorhouse (who added Rhodes to his surname in 1914 to claim his inheritance) as well as the brothers Guinness, Algy and Kenelm Lee, and many other motorists who, shall we say, flaunted the prevailing 20 m.p.h. speed limit. Rhodes-Moorhouse bore names known to any inhabitant of Christchurch, and must have been a fascinating character. The web address <http://www.barnstormers.co.nz/?p=292> will provide further information. Two potential biographies are mooted, but the author of one has become bogged down by Rhodes-Moorhouse's espionage activities for Britain before the Great War. Born in England of mixed Maori and Pakeha ancestry, he was in partnership with James Radley (of 1913 Alpine Trial fame) to build an aeroplane, was the first pilot to take passengers (one of them his wife, Linda) across the English Channel, and ended his life in his 28<sup>th</sup> year when he



William Rhodes-Moorhouse with one of his cars. Image thanks to Tom Clarke.

(left) Ronaldo Rossi's images of the 20 h.p. GFN8 once owned by Neville Minchin.

(below) Roy Tilley's image of a BE2C, one mark later than the aeroplane flown by Lieut. Rhodes-Moorhouse



was shot down in his BE2b on 26 April 1915. His posthumous Victoria Cross was the first aviation VC awarded. Just as sadly, his son was killed during the Battle of Britain in 1940.

Here is an excerpt from Minchin's *Under My Bonnet*: "A challenge between (Noel) Van Raalte and Moorhouse

resulted in their having a race through the main streets of Cambridge early one Sunday morning, which I am sure will never be forgotten by those who were present. Moorhouse had a 90 h.p. chain-driven Grand Prix FIAT, painted blue and called "Linda" (a girl he afterwards married), Van Raalte a bright red "Kaiserpreis," 140 Minerva, live axle.

"It was a race from Market Square to the station, about 1¼ to 1½ miles, the loser to pay all the fines. Sir George Clark, his brother "Tubby" and I kept the crossroads, on the long stretch by the Roman Catholic Cathedral, clear and they passed us at about 85 m.p.h. Van Raalte scored a fairly easy win. At the subsequent police court proceedings (fines about £40) the Chairman of the Bench made an attack on Rhodes-Moorhouse, saying what a worthless and good-for-nothing young man he was.

"Five years later, when the whole world was ringing with the story of one of the bravest deeds ever done, the deliberate sacrifice of his life by the first airman V.C., Lieut. Rhodes-Moorhouse, I hoped the magistrate felt sorry for what he had said."

Minchin also features in another very interesting book, *A Bit Behind the Times* (Grenville Publishing, London, 1988) by Kenneth Neve. The late Mr Neve ran a great succession of interesting cars and motor-cycles from his youth before the Second World War, and his last restoration was 1701, the car which Ernest Hives drove in top gear from London to Edinburgh exactly 101 years ago as this is written. Then, with a higher ratio final drive and light body, 1701 was timed, still with Hs driving, at 101.816 m.p.h. for the flying half mile at Brooklands on 14 November 1911. Minchin remembered the car from a friend's ownership of it, and went to great lengths to ensure that the grey coach-painted finish (seven of colour and three of varnish) was correct in the achievement of the correct grey with which the original Holmes of Derby was finished. Hives was also part of James Radley's crew for the Alpine Trial in 1913.

As part of the Royal Jubilee in 1977, 1701 with Keneth Neve and his crew duplicated the run, but from Edinburgh to London. Finding those references would keep your editor amused for days...



Bruce McIlroy's photograph of a friend's Phantom II Continental Saloon by H.J. Mulliner, chassis 58GX, outside the house near Duffield, Derbyshire, owned by Ernest, later Sir Ernest, then 1<sup>st</sup> Baron Hives, or Hs in Rolls-Royce parlance.

## "Raking in Records" - Rolls-Royce's "R" Engine by Graham White (Florida) reprinted from "The Flying Lady" with permission of the Editor and Author

Last year marked 80 years since Great Britain won the Schneider Trophy for the third time in a row, meaning the trophy became Britain's in perpetuity. Rolls-Royce played an important part in that story.

We often think of car companies simply manufacturing automobiles—something along the lines of "stick to your knitting," right? Well, there are exceptions. A surprising number of high-end automobile manufacturers used their engineering know-how to venture into the treacherous fields of powering the world's fastest boats and airplanes in addition to cars. These illustrious companies include Hispano Suiza, Isotta Fraschini, Rolls-Royce, Napier, Fiat, Bugatti etc. The reason this hallowed ground was reserved for the manufacturers of high-end cars was, of course, that they had the skills to do the sort of precision work required for these high-performance power-plants. Perhaps the premier event to showcase such skills was the "Coupe d' Aviation Maritime Jacques Schneider" a.k.a. the Schneider Trophy Contest.

Jacques Schneider (1879–1928) had made his fortune in the armaments business. In 1913 he initiated an annual speed contest for aircraft capable of taking off and landing on water. Often described as a race it is more accurately a time trial, i.e., aircraft were not racing against each other per se but rather against the clock. Nevertheless, oftentimes several aircraft would be on the course at one time, resulting in some spirited dicing. Aircraft had to fly a distance of at least 150 miles. The course was typically marked with pylons, in a similar fashion to today's National Championship Air Races held near Reno, Nevada. Two contests were held prior to WWI, 1913 and 1914, and resumed in 1919. The winning nation had the choice of venue for the following year's contest. As the years rolled by, aircraft became increasingly specialized for the job at hand, ultimately ending up being out-and-out high-performance racing aircraft advancing the state of the art with regards to power-plants, propellers, structures, cooling, and aerodynamics. By the mid 1920s it was apparent that more time was required to develop these exotic, purpose-built, state-of-the-art aircraft. Consequently, it was decided to hold the contest every two years. Additionally, any nation that won the contest three consecutive times kept the trophy for keeps. This article will focus on one of the engine builders, Rolls-Royce.

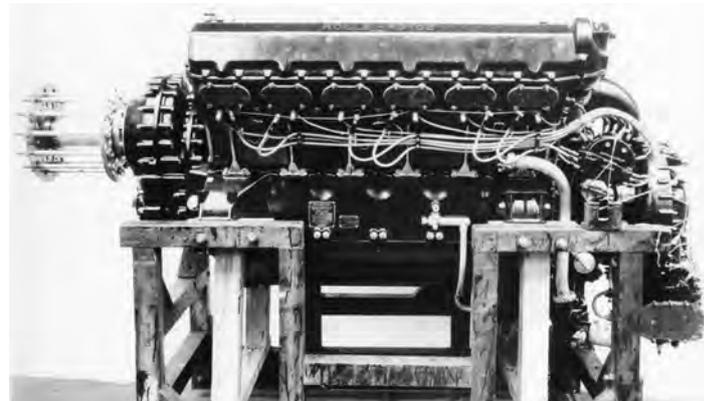
A Napier Lion-powered aircraft won the 1927 contest but by this



with lots at stake. Initially, Rolls-Royce was reluctant to participate in a racing event, fearing bad publicity in case of failure. However, once the company committed to it, Rolls-Royce pursued the objective with typical thoroughness, vigour, attention to detail, and just plain dogged determination to overcome all adversities. Rather than develop a totally new engine it was decided, owing to the shortage of development time, to modify an existing engine. Following this, Rolls-Royce's Basil Johnson, who had replaced his brother Claude (who had died in 1926), did not want the firm to become involved in the Schneider Contest in case the trophy was lost to the competition which would reflect poorly on Rolls-Royce. After being so informed, a frustrated Major Bulman of the Air Ministry confided, "As I listened to this miserable plea to be 'let off,' knowing that the firm's engineers were straining at the leash to go ahead, I blurted out in my fury a single word, unprintable in polite context and essentially masculine."

Hot rodders' mantra "there's no replacement for displacement," Rolls-Royce based the Schneider Trophy engine on the Buzzard, at that time their largest engine. The revised Buzzard-based high-performance engine was given the designation "R," representing one of the few times Rolls-Royce deviated from using the names of birds of prey. The Buzzard, which was used on large flying boats, had all the design features of the smaller Kestrel but with almost twice the displacement (2,239 cubic inches), derived from 12 cylinders of 6" bore and 6.6" stroke. In typical Rolls-Royce poppet valve philosophy, it featured a single overhead cam per bank driven by tower shafts and four valves per cylinder. It was boosted by a single-stage, single-speed centrifugal supercharger. Also in classic Rolls-Royce fashion, the blade and fork connecting rods were of the complex and incredibly difficult to manufacture marine block construction.

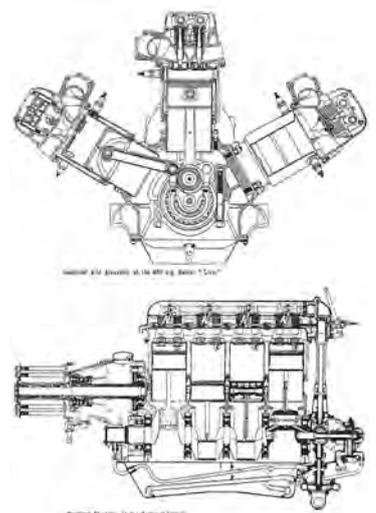
Perhaps the greatest contribution the "R" engine made was forcing Rolls-Royce into a rapid-development mode with a very real



*Due to time constraints, Rolls-Royce did not have the luxury of starting with a fresh design. Instead the rather pedestrian Buzzard was transformed into a high performance powerplant called the "R."*



*Prior to the Rolls-Royce "R" appearing on the scene, most British Schneider Contest aircraft were powered by the magnificent Napier Lion. Designed by A.J. Rowledge in 1917, this engine went on to power many LSR cars and boats in addition to aircraft. Shortly after designing the Lion, Rowledge jumped ship and went to Rolls-Royce.*



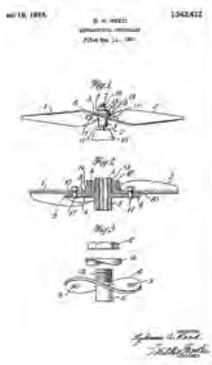
time that engine was getting somewhat long in the tooth. Although this magnificent W-12 engine had been very competitive and successful, it simply lacked displacement. This is where Rolls-Royce enters the picture. For the 1929 Schneider Trophy the British Air Ministry "leaned" on Rolls-Royce to produce the engine.

Significantly, the Schneider Trophy Contest was now one of national pride and prestige,

deadline to meet. This experience of rapid development and troubleshooting was to be of inestimable value during World War II and became one of the hallmarks of Rolls-Royce. Development of the "R" took less than one year before it was installed in the winning Supermarine S6, designed by R.J. Mitchell of Spitfire fame. Rated at 1,900 horsepower at 2,900 rpm, this engine created the engineering equivalent of culture shock with its unheard-of manifold pressure of 55" of mercury (in.Hg.). The supercharger that developed this, for those times, stratospheric manifold pressure was a departure from usual centrifugal blower design in that it featured a two-sided impeller with dual intakes. This was done in an effort to keep the diameter to a minimum and increase the mass airflow through the supercharger. The diameter of the S6 fuselage was dictated by the diameter of the supercharger housing. Interestingly, one of the spin-offs from the two-sided impeller design were the compressors of the early Whittle and Rolls-Royce gas turbines which also featured a two-sided centrifugal impeller as a way to double the volume of air flowing through the engine and at the same time keep the frontal area to an amazingly small amount.

As expected, the 1929 contest was won with relative ease despite a challenge from the Italian team. Timed average speed

was 328 mph and later a successful attempt was made on the air speed record, raising it to 357 mph. Other contributing factors to the success of the 1929 contest effort, which later had a profound influence on World War II engines, were the importance of utilising a detonation-resistant fuel. The contest fuel was a concoction formulated by Rodwell Banks, later Air Commodore Banks, and consisted of 78% benzole and 22% Romanian petrol plus 2cc of tetra ethyl lead which had recently been developed in the United States by Thomas Midgley and manufactured by the Ethyl Corporation. Another contributing factor was the use of a ram air recovery system for the supercharger intake. This deceptively simple idea was patented by Rolls-Royce in 1927. In the Schneider trophy S6, ram air induction contributed as much as an additional 10% horsepower due to an additional 10 in.Hg. manifold pressure. All frontline aircraft engines in World War II used some form of ram air recovery system to great effect. Propellers too were not immune from development. Early aviation propellers were made from laminated wood. Although adequate for the relatively low-performance aircraft of the day, they literally and figuratively became a drag on progress. Rescue came in the form of a patent granted to Sylvanus A. Reed in 1925 for a forged aluminium propeller. Fairey Aviation in England took out a licence to produce Reed propellers. Fitted with a Fairey-Reed propeller, performance showed a dramatic improvement and went some way to resolving the difficult problem of water erosion on wooden pro-



*Patent 1,542,412 described Sylvanus A. Reed's revolutionary propeller. Manufactured from forged aluminum it dramatically improved aircraft performance until the advent of variable pitch and later constant-speed propellers.*

pellers during takeoff. The Fairey/Reed propeller installed on the S6 was of extremely coarse, fixed pitch. During takeoff, most of the propeller blade was stalled, i.e., it wasn't producing any thrust. Sufficient thrust was generated by the tips of the propeller to get the aircraft airborne. As airspeed increased, more and more of the blade would become unstalled until the aircraft reached its maximum speed when the propeller would be operating in its "sweet" spot. Nevertheless, takeoff was a hazardous task; the left float would bury itself into the water due to the immense torque from the "R."

The Supermarine S6 was an R.J. Mitchell masterpiece. It was an all-aluminium monocoque design. Heat rejection requirements of

*This photo offers some insight as to the enormous torque reaction from the high performance engines powering Schneider Trophy aircraft. Note how the left float is buried in the water as the pilot carefully applies power. This photo shows the 1927 winning Supermarine S5 powered by a Napier Lion.*



the "R" engine were stratospheric from the coolant (water) and oil. Yet there is no visible radiator or cooling system. Mitchell's solution was to turn the whole aircraft into a flying radiator. The wings were double-skinned with a 1/16" gap between skins. Cooling water was pumped through these labyrinthine cavities; in fact so complex was the cooling system that significant amounts of radiator sealant were required to keep on top of numerous leaks. The vertical stabilizer performed double duty as the 15-gallon oil tank (the "R" engine was dry sump). Visible along the sides of the fuselage are ribs which, again, performed double duty; they are stiffening longerons and convey hot oil from the engine to the oil tank and cooled oil from the vertical stabiliser back to the engine. Exposure to the air stream was sufficient to keep the castor oil temperature under control. Fuel was housed in the floats and pumped to the engine through the float struts.

The final Schneider Trophy Contest, held in 1931 at Calshot on the south coast of England was again won by the British, using an updated "R" engine in a revised version of the Supermarine S6,

*Supermarine S6 and S6Bs being prepared for flight. These aircraft were very maintenance-intensive, requiring engine changes every 10 hours or less. Additionally, many problems needed to be resolved such as cooling, leaks, propeller optimisation etc. In the background can be seen Calshot Castle.*



renamed S6B. A new aircraft and engine were not developed because of the economic climate. By this time a worldwide and devastating economic depression had set in. For some time it appeared that Britain would not compete due to the tight money situation.

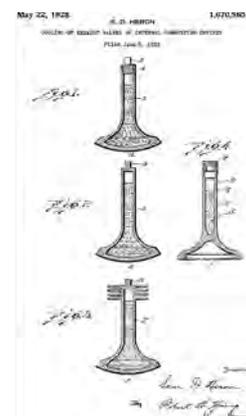
As it turned out, Lady Houston came to the rescue by guaranteeing a sum of £100,000 to fund the 1931 contest. It has never been ascertained how much of this money was actually used in the 1931 Schneider Trophy effort. Again, Rolls-Royce was under the gun to produce an engine that would maintain the required 2,300 horsepower for one hour, up from 1,900 horsepower of the 1929 engine.

Although it was not realised or appreciated at the time, Rolls-Royce was in their element, i.e., an extremely aggressive development schedule pioneering much new ground. As in the 1929 effort, many problems surfaced during testing of the "R" engine, including failed connecting rods and crankshafts. Correcting the connecting-rod problem required the abandonment of the preferred blade and fork design in favour of the simpler bearing design and increased loading surface available from using articulated rods on each crankshaft throw.

Other problems that challenged the design team included incredibly high oil consumption that at one time amounted to a rate of 112 gallons per hour. Most of this oil consumption was the result of blow-by of oil through the crankcase breathers. This led to an improved piston ring design incorporating tighter oil control. During the worst of the oil consumption woes, the Rolls-Royce test house has been described as "dripping with castor oil." Exhaust valves, which had proven adequate in 1929, were simply not up to the task for the power requirements of 1931. As a result, sodium-cooled valves that had been developed by an ex Royal Aircraft Factory (later the Royal Aircraft Establishment) employee, Sam Heron, were utilised.

Heron, who made many significant contributions to aircraft engine design and fuel development, had emigrated to the United States in the 1920s but continued to consult with Rolls-Royce. But it was Rod Banks via his numerous connections who got the required sodium-cooled valves.

Problems continued right up to the last minute prior to the contest. Nevertheless, despite many setbacks such as a failed crankshaft 58 minutes into a one-hour test run the month prior to the contest, the



*Patent 1,670,965-01 shows Sam Heron's internally cooled valve. This technology was essential for the success of the 1931 programme. Without it, the "R" engine would have burned up its exhaust valves.*

engine was ready by contest day. Installing the engine in the S6B airframe introduced a whole new set of problems insofar as running an engine in a test house on a dynamometer is a different proposition from running the same engine installed in an aircraft. Coolant leaks, oil leaks, and other installation problems plagued the aircraft but they were all overcome through perseverance and hard work.

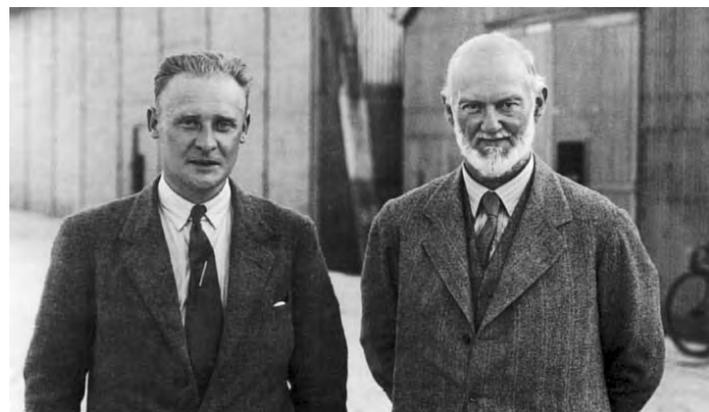
Cooling turned out to be another vexing problem. Although adequate for the 1,900 horsepower 1929 engine, the 1931 2,300 horsepower engine overwhelmed the cooling capability of the aircraft. Resolution was achieved by incorporating air scoops at the root of the wing leading edge and forcing cooling air through the inside of the wing, exiting at the trailing edge near the wing tip. This relatively simple and innovative solution was enough, barely, to keep things cool. Many flying hours were expended testing new features. This necessitated an adequate supply of engines. Due to the high stresses imposed upon the engine they were changed out after only 10 hours running time which could be racked up in just a few days.

This caused a logistical nightmare for Rolls-Royce trying to figure out the modifications standard of each engine. It also required a constant supply of engines from Rolls-Royce's home base in Derby. They were hauled to Calshot by means of converting Phantom I (12EX) into a pickup truck that acquired the nicknames of "Phantom of the Night" or "Calshot Flyer." This truck was a survivor of several 10,000-mile test runs, in other words it was run hard and put away wet. As a testament to the performance of a P I, this chassis exceeded an average of 70 mph on occasions. You may think this is not a big deal, but recall that roads in England in 1931 were in abysmal condition.

Contest day turned out to be almost an anti-climax because the much-respected Italian team, the only other nation competing by this time, failed to show up. As it turned out the Italians had a potentially far more competitive aircraft than the S6B, the Macchi



*Regular engine changes and the voracious appetite of the S6 and S6Bs required a steady supply of engines from Derby, prompting Rolls-Royce to convert 1926 experimental P I 12EX from a Barker torpedo into a pickup truck. Various known as the "Calshot Flyer" or "Phantom of the Night," this workhorse performed sterling duty until it was unceremoniously scrapped in the mid 1930s.*



*The two geniuses behind the "R"-powered S6 and follow-on S6B, R.J. Mitchell (l) and Sir Henry Royce. Neither man lived long enough to see the longlasting fruits of their collaboration; Mitchell died in 1937 and Royce in 1933.*

Castoldi MC.72, and an aircraft somewhat similar in appearance to the S6B except the MC.72 made extensive use of wood in its construction and used surface radiators rather than the S6B's skin radiators. This magnificent aircraft was powered by a Fiat AS.6, essentially two AS.5 V-12s in tandem. This V-24 had a number of novel features, including one of the first applications of contra-rotating propellers. By this stage of Schneider Trophy develop-



*The small frontal area of the S6B is well illustrated in this head-on shot. Even the valve cover formed part of the cowling.*

ment, aircraft had become increasingly difficult to handle

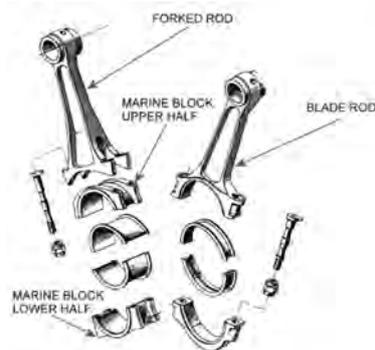
due to a number of causes such as high wing loading and particularly the effects of torque reactions. Several interim solutions for the torque reaction problems had been introduced, such as making the left float larger than the right, and loading the right float with additional fuel.

The reason the Italian team didn't show was due to several insurmountable problems, the primary one being severe misfiring and backfires through the carburetor and intake system at high speed due to the ram air induction utilised by the MC.72. It was later found that as the aircraft gained speed the mixture leaned out due to the additional mass airflow through the carburetor.

Rolls-Royce, owning the original patent, was very aware of the pitfalls of a ramming intake and consequently performed many hours of testing simulating the aircraft airspeed. In the case of the "R" engine, a Kestrel was used to drive a blower to simulate the air flow through the ram air trunking. Ostensibly a simple concept, this turned out to be an essential piece of work. It allowed carburetion to be perfected at flight speed. Italy, on the other hand, neglected this vital piece of testing, with the result that several aircraft and pilots were lost and the team was forced to withdraw from the 1931 contest. To put the Italians' problems in perspective, imagine a 12-foot-long 8" diameter pipe packed with a highly compressed fuel/air mixture exploding. As they say, 'nuff said.

By contest day the only aircraft competing was a single S6B flown by Flt. Lt. John Boothman, and he almost had a close call. The night before, a mechanic performing a routine plug change discovered a serious problem. Flakes of aluminium were found stuck to the electrodes of a plug, a sure sign of detonation. Schneider rules did not allow an engine change at this stage of the contest so the only alternative was to change the head and bank assembly. Anyone who has performed this task on a Merlin, for instance, can say unequivocally that this is no walk in the park. In fact it's a major job requiring special tools out. This all-nighter saved the day—and Boothman wasn't told until after his flight.

It would have been quite legitimate for Boothman to just cruise around the course; however he ran the S6B as hard as it would go.

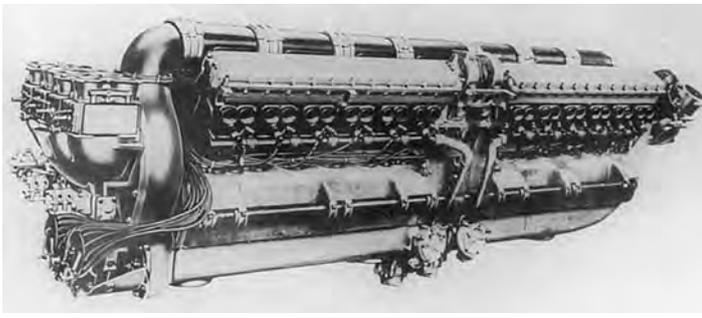


*Blade and fork connecting rods were fairly standard for most Vee-type aircraft engines. Rolls-Royce followed this convention on most of their engines but with a twist. They used the so-called marine block design that one would normally associate with large marine and stationary diesels. It must have been a manufacturing nightmare to make this complicated assembly. This was the design used for the 1929 engine. For 1931 a master rod/link rod design was used.*

In fact he had to back off on the power part-way through the contest due to high water and oil temperatures. His average speed was 340 mph, another new record. Thanks to this third consecutive victory, England was now awarded the Schneider Trophy permanently. It resides today in the Science Museum in London along with the winning S6B.

One of the valuable lessons demonstrated in the 1931 Schneider contest was the importance of using a high-performance fuel. It consisted of 70% benzole, 20% Californian petrol, and 10% methanol plus tetra ethyl lead. As superchargers developed more and more boost, fuels with higher Octane (or Performance Numbers) were required because the effects of detonation on a boosted engine are catastrophic.

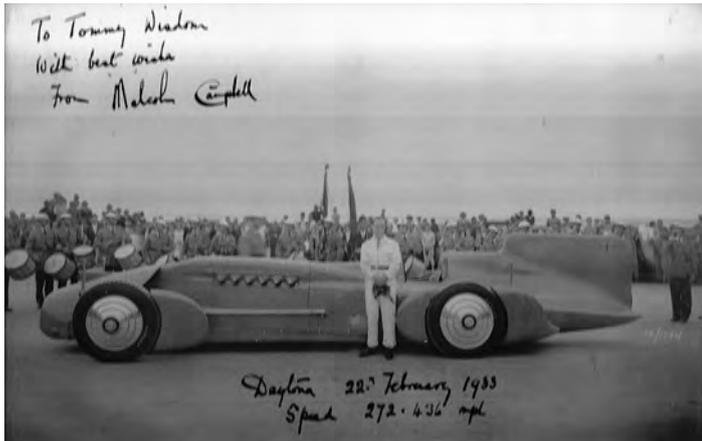
As in 1929, after the successful completion of the contest an attempt was made at the world air speed record. This was accomplished with a speed of 379 mph but Rolls-Royce really wanted to be the first engine manufacturer to exceed 400 mph. The 1931 "R" engine was further boosted to 70 in. Hg. manifold pressure running a fuel consisting of 60% methanol, 30% benzole, and 10% acetone plus lead. At this stage the "R" was stressed to its limit, so



*If the Italians had not suffered serious development problems they would have had a good shot at winning the 1931 contest with the Fiat AS.6-powered Macchi MC.72.*

much so that it stretched the cylinder hold-down studs. Known as the “sprint” engine, it powered the S6B to another world air speed record of 407.5 mph, thus breaking the 400 mph barrier.

After the 1931 contest, Rod Banks consulted with the Italians. He had Fiat perform the same tests Rolls-Royce had done by simu-



*Sir Malcolm Campbell and Bluebird at Daytona, 22 February 1933, where they achieved 272.436 m.p.h. This photograph is inscribed “To Tommy Wisdom With Best Wishes From Malcolm Campbell,” reproduced here with the permission of Tim Riley, Tommy and Elsie Wisdom’s grandson.*

lating a 400 mph airspeed into the ram recovery scoop and thus tweak the carburetion. All of this work culminated in the MC.72 breaking the world air speed record at 440 mph in 1934. Although a highly commendable accomplishment, it was too late to recapture the Schneider Trophy which England now held in perpetuity.

1931 was not the end of the line for the “R” as it went on to power two land speed record cars, Donald Campbell’s “Bluebird” and George Eyston’s “Thunderbolt.” “Bluebird” had the “R” mounted in the front of the car driving the rear wheels with gearing of 100 mph per 1,000 rpm. Thus the car was theoretically capable of 340 mph.

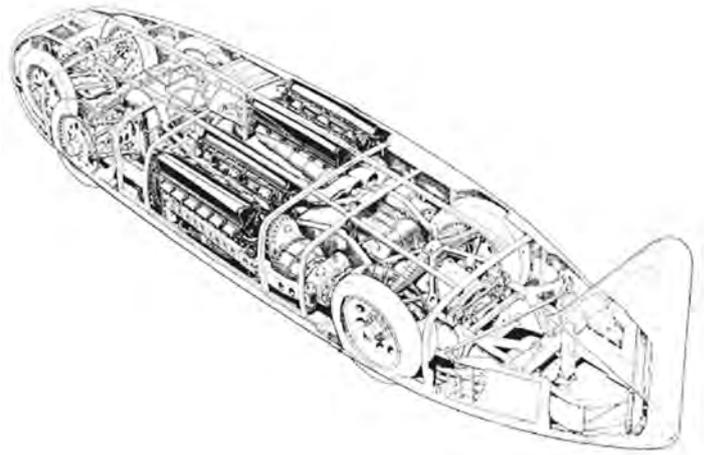
This was never achieved due to a number of factors that frustrated Campbell for several years, the primary problem being traction. The car was simply incapable of delivering the awesome power of the “R” to the ground, aerodynamic drag exceeding wheel traction. Wheel spin remained the Achilles heel of this car despite many attempts to overcome it. Run initially on Daytona Beach, Florida, the hard-packed sand just created a massive amount of wheel spin and some hair-raising slides. At this point Campbell learned that a



*Thunderbolt (left & opposite top) was campaign-ed by George Eyston. It was a massive 6-wheeled behemoth. Even so, stuffing a pair of “R” engines into its limited confines was a real trick. Four-wheel-drive was required to transmit the enormous power. In its final iteration, the engines were ice-cooled, a common design feature of later LSR cars.*

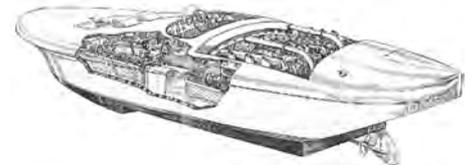
stretch of smooth salt flats in Bonneville, Utah would be far more suitable, and so it was. In 1935 Campbell became the first to exceed 300 mph in a car and the first person to utilise the Bonneville salt flats for this activity.

George Eyston’s “Thunderbolt” was more sophisticated and advanced than Campbell’s “Bluebird.” This six-wheeled car was powered by two “R” engines, featuring four-wheel-drive and air



brakes actuated by hydraulic rams at the rear. Even with four-wheel-drive he suffered the same wheel spin issues Campbell had encountered. While he upped the LSR to 357 mph in 1937 that speed remained far below the true potential of his magnificent car. Unfortunately, it was destroyed in a fire in New Zealand during World War II.

Henry Segrave’s “Miss England” speed-boat was also powered by two “R” engines and set a new water speed record in 1932 at 120 mph. The two engines drove shafts to a forward mounted step-up gearbox. A single output shaft exited the gearbox and drove the single propeller at 12,000 rpm. With 4,500 hp on tap a speed greater than 120 mph was predicted but this calculation was flawed by not properly understanding, at the time, high-speed hydrodynamics.



*Henry Segrave utilised the enormous power of two “R” engines to propel his boat “Miss England II.” Note how the drive shafts from the pair of engines go forward to a gearbox that increases speed to 12,000 rpm.*

The last hurrah for the “R” was Campbell’s next boat, again named “Bluebird,” powered by a single “R” engine. This hydrodynamically advanced “pickle-fork” design broke the water speed record on several occasions, the final one being 1939, just prior to the outbreak of World War II, at 142 mph.

One of the unique aspects of all these record-breaking efforts is the fact that the “R” was the only engine ever to power the world’s fastest boat, car, and aeroplane—an astonishing achievement. It is very doubtful that all three absolute speed records will ever again be held by the same power plant. Even more interesting is the fact that Campbell came close to setting another record, for he used the S6B record-breaking engine in his car. Had it not been damaged by overheating on the final run before breaking the water speed record, he would have used the same engine for all three records.

The Schneider Trophy experience thus established Rolls-Royce as a premier builder of high-performance aircraft engines. The influences of the “R” were profound. The British ran their aircraft engines at typically higher manifold pressures and consequently extracted higher specific powers from their front-line World War II aircraft engines than any of the other combatant nations. This design philosophy was not without its drawbacks. Due to the higher stresses and loads, a weight penalty was incurred from the requirement for stronger internal components. Maintenance difficulties and a shorter time between overhauls also resulted, though with typical Rolls-Royce thoroughness, all these drawbacks were satisfactorily resolved.

Due to the many engineering changes made and the scavenging of parts from one engine to another, it is difficult to ascertain with any degree of accuracy how many “R” engines were manufactured. The best estimate is that 18 were made of which only a handful have survived. Of the aircraft, only the 1931 winning S6B and an S6 have survived. Campbell’s Bluebird car has survived and is on display at Daytona but it’s doubtful if it has an engine installed. Finally, it’s interesting to note that the primary design goal of Rolls-Royce cars was silence and smoothness, all other requirement being of secondary importance. The “R” engine was anything but!



*The “Embiricos” Bentley, chassis B27LE, with the Continental GT Speed outside Bentley Motors, Crewe.*

**FAMOUS BENTLEY 4¼-LITRE ‘EMBRICOS’ SPECIAL MAKES STAR APPEARANCE AT CREWE FACTORY**  
**Bentley Motors Press Release**

[@BentleyMotorsPR](http://www.bentleymedia.com) (Crewe, England. 15 August 2012).

One of the rarest and most valuable Bentleys in the world, the 4¼-Litre ‘Embiricos’ special, is making an historic appearance at the marque’s home in Crewe. Fresh from taking part in the Louis Vuitton ‘Serenissima Run’ in Venice and featuring at the Le Mans Classic as part of the Bentley lineup, this magnificent car takes pride of place in the Lineage Showroom at the firm’s Pyms Lane factory until September.

Throughout the 1930s Bentley Motors, then owned by Rolls-Royce, was producing fast, refined and well-built Grand Tourers from its Derby factory. While many customers sent their chassis to traditional coachbuilders such as Vanden Plas, H.J. Mulliner or Park Ward for elegant bodywork, enthusiasts from across the Channel, where the roads were longer and faster, were eager to explore the new world of aerodynamics. With the support of the factory, one such owner decided to investigate the possibility of a streamlined high-performance Bentley. The result was the most famous Bentley of the Derby era.

André Embiricos was a wealthy Greek racing driver living in Paris. Walter Sleator, the company’s Paris agent, put him in touch with Georges Paulin, a designer working for coachbuilders Pourtout Carrossier. Under Paulin’s guidance Pourtout produced a strikingly sleek, aerodynamic body for a 4¼-Litre Derby Bentley that would be suitable for fast touring and track records alike. To keep weight down the fastback body with split rear window was crafted in Duralumin, an age-hardenable aluminium alloy.

The ‘Embiricos’ Bentley fulfilled all the criteria for a Bentley high performance grand tourer, achieving a timed 114.64 mph (184.5 km/h) over an hour at Brooklands, yet being civilised enough for Embiricos to use as a road car. Embiricos sold his unique Bentley late in 1939 to H.S.F. Hay who raced it in three post-war Le Mans 24-hour races, achieving a commendable 6<sup>th</sup> place in 1949.

Although a one-off, reaction to the Embiricos Bentley encouraged the company to explore more streamlined styles for future production models. In 1939 Bentley designer Ivan Evernden worked with Paulin on a sleek Mark V prototype called Corniche. Unfortunately it was in France when WWII broke out and destroyed during a bombing raid on Dieppe while awaiting shipment to Britain. Post-war, many of the lessons of the Embiricos Bentley reached fruition in the glorious lines of the 1952 R Type Continental, and as such continue to be reflected in the iconic shape of today’s Continental GT coupe.

Richard Charlesworth, Director of Royal and VIP Relations and Head of the Bentley Heritage Collection, commented:

“It is an honour for Bentley to exhibit this unique Bentley for the first time, thanks to the generosity of its esteemed owner. Its sleek form was extremely advanced for the time, and its DNA can still be seen in modern Bentley coupes today. We are looking forward to showing the Embiricos to our factory visitors, and to the public at the upcoming Windsor Castle Concours of Elegance.”

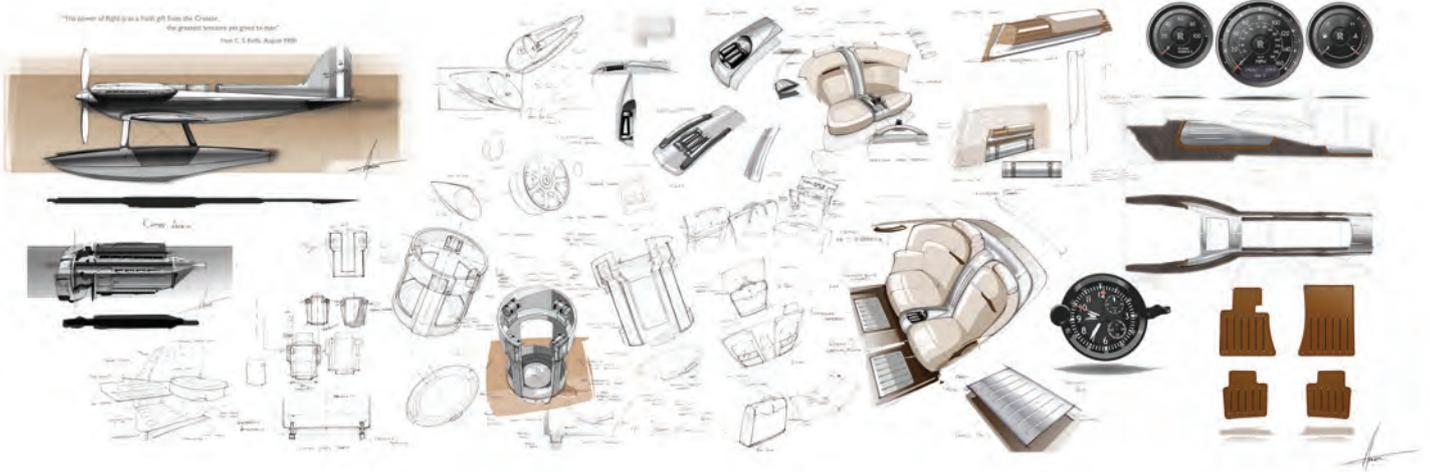


*Bentley Motors’ image of B27LE; the most glamorous Derby Bentley?*



*David Neely’s image of B27LE, Pebble Beach Concours, August 2009.*

## Company News - Rolls-Royce Presents Phantom Coupé Aviator Collection



Inspired by Charles Stewart Rolls and the legend of the Schneider Trophy-winning Supermarine S6B (powered by a Rolls-Royce R Type engine), Rolls-Royce Motor Cars proudly present the Phantom Coupé Aviator Collection. The collection celebrates the spirit of human endeavour that drove a very British hero and subsequently led Rolls-Royce to simultaneous world speed records on land, air and in the water.

The first in the collection of 35 Phantom Coupé Aviator Collection models – which feature a suite of exclusive design concepts, colour combinations and new materials – debuts today at the Pebble Beach Quail gathering in the United States.



“Our founding forefather Charles Stewart Rolls was a pioneer who pushed the boundaries of motoring and aviation to the limit,” said Torsten Müller-Ötvös, Rolls-Royce CEO. “With our exclusive Phantom Coupé Aviator Collection we celebrate this great British hero, presenting a car which hints at experiments in early flight married to the best engineering, modern design and

exquisitely crafted materials. The collection takes Rolls-Royce Bespoke to new levels of subtle, yet beautiful detailing.”

Finished in Aviator Grey, the Phantom Coupé Aviator Collection features a contrasting matt bonnet, window and grille surround while inside, the interplay of wood and metal hint strongly at a cockpit theme. A Thommen, aviation-grade clock with blood orange needle tips is embedded in the metal foil upper fascia, complemented by matt black dials for power reserve, speedometer and fuel gauges.

The lower fascia is veneered in mahogany, painstakingly shaped by craftspeople just as the early record-setting propellers were fashioned and features Sapele contrast. Polished stainless steel veneer ‘onlays’ with bullet-shaped ends are designed to match floor mat fixings.

Between 1931 and 1933 the Schneider Trophy was held in the South of England, soaring over the Solent and the Witterings in West Sussex, a location no more than 10 miles from the current Home of Rolls-Royce Motor Cars in Goodwood, England. Collection cars celebrate the victorious S6B aircraft with transmission tunnel in anodised aluminium with exposed torx fixings and swage lines that echo the oil cooling veins on the S6B fuselage side. These



highlights are repeated on collection car armrests.

The leather-lined glove compartment includes an embossed Charles Rolls quote following his first flight with the Wright Brothers in 1908: “*The power of flight is as a fresh gift from the Creator, the greatest treasure yet given to man.*” A centre console chrome plaque describes Rolls – only the second man in Britain to hold a pilot’s licence – simply as Pioneer Aviator, below a representation of his sweeping signature.

Fitted with leather floor mats, Aviator Collection cars have also been designed to incorporate the Rolls-Royce of cup holders. Beautifully engineered in highly polished aluminium, the designer’s aim was to deliver functionality, but with that special combination of theatre and jewellery, both of which are expected by every Rolls-Royce client.





Bentley Motors is delighted to confirm its role as the main sponsor of the inaugural Windsor Castle Concours of Elegance – a unique gathering of 60 of the world's rarest and most desirable cars – taking place in the beautiful grounds of the Castle between 7-9 September 2012.

Royal Warrant Holders and manufacturers of Her Majesty Queen Elizabeth II's State Limousine, Bentley is supporting exhibitors throughout the Concours event ([www.concoursforelegance.co.uk](http://www.concoursforelegance.co.uk)) by hosting the Pegasus Club, a VIP reception and dining area with a Bentley theme inside the Castle walls. The company's latest flagship, the award-winning, hand-built Bentley Mulsanne will also play a prominent role chauffeuring owners and their guests throughout the event.

A significant number of cars taking part in the Concours, including six remarkable Bentleys such as the staggeringly beautiful Embiricos and W.O. Bentley's masterpiece the 8 Litre saloon, have been sourced from private or manufacturer collections as well as overseas museums and have been seldom shown in public; clearly underlining the special nature of this opening Concours.

"The Windsor Castle Concours of Elegance is of a quality and prestige unprecedented in the UK and will rate among the finest events of its kind anywhere in the world", says Peter Wallman

*All the images on this page are from Bentley Motors. (Below) Some of the cars taking part in the Windsor Castle Concours d-Elegance. Fourth from left is the unique Cosrica bodied Daimler Double Twelve.*

of RM Auctions, the official collector car auction partner for the Windsor Castle Concours.

"For anyone wishing to see 60 of the finest motor cars in the world, this exceptional event will provide that opportunity. Bentley's



*(Above) A Speed Six which has been re-registered, thus stumping our Research Department*

*(Below) Vanden Plas bodied Supercharged 4½ litre, Chassis MS3935*



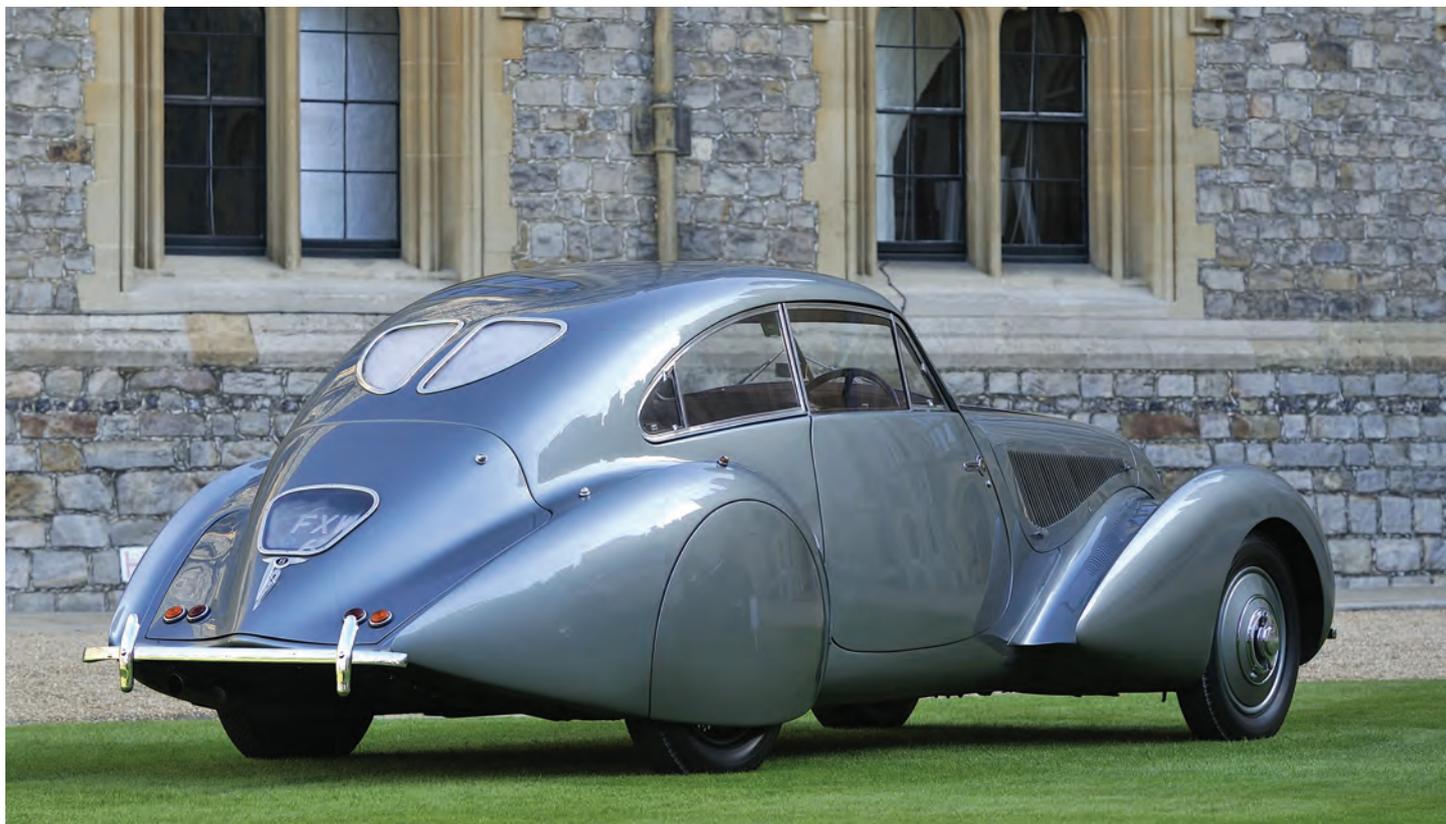
remarkable contribution to the history of elegant, luxury motoring will feature strongly and its key support of this first Concours is both welcome and fitting,” adds Wallman.

The Windsor Castle Concours of Elegance and its sponsors will support several key charitable organisations dedicated to helping children and their carers facing life threatening or limiting illnesses including The Royal Marsden Cancer Charity and East Anglia’s Children’s Hospices.

*(Right) Vanden Plas bodied 8 litre, chassis YX5119*

*(Below) Another view of the “Embricos” 4 ¼ litre car, Chassis B27LE  
These images are courtesy of Bentley Motors.*

*(Bottom) The unique E. Bertelli bodied 3 ½ litre Bentley, Chassis B58DG,  
in David Neely’s photograph from Pebble Beach 2007.*



## Eddie Hall - the Last of the Bentley Boys, by Eoin Young

Photographs Provided by Terry Walton



Eddie and Joan Hall, back when drivers knew that refreshment was meant to be taken internally.

Eddie Hall hated other people driving his racing cars to the point where he drove the 1934 Mille Miglia with his wife Joan in a supercharged K3 MG rather than suffer a co-driver at the wheel. In 1950, at the age of fifty, he drove his Bentley single-handed to eighth place in the Le Mans 24-hour race -- the only driver ever to do so and he told no-one that he had made racing history. His thwarted co-driver, Tommy Clarke, was probably too embarrassed to advertise the fact that at every pit-stop during the round-the-clock race, the irascible Eddie refused to vacate the cockpit!

The Le Mans feat came out in a very matter-of-fact way when Denis Jenkinson and I were having dinner with Eddie over a Monaco Grand Prix weekend. Eddie and Joan Hall had retired to Monaco with their apartment overlooking the starting line. Jenks was fascinated by Eddie's story of his loner drive at Le Mans and having shared the Mille Miglia winning 300SLR Mercedes with Stirling Moss for ten hours in 1955, he was intrigued to know what toilet arrangements Eddie had made if he never left the cockpit. Eddie's round, lived-in face beamed: "Green overalls, old boy!"

Edward Ramsden Hall was born in 1900, son of a Yorkshire mill owner and throughout his racing career he was always listed as 'E.R. (Eddie) Hall.' He died in 1982 and in his obituary in the Bentley Drivers Club *Bulletin*, John Binns noted that Eddie fought in both World wars, joining up for WW1 when he was seventeen. Peacetime excitement was provided by motor racing and he bought a Brescia Bugatti which he drove in hill climbs and raced at Brooklands. He loved the challenge of a road course and in 1928 when the Tourist Trophy was revived at the suggestion of Harry Ferguson on the Ards course near Belfast in Northern Ireland, Eddie embarked on a programme that would see him contest every race on that course until the race moved to Donington for 1937 after a crash in which spectators were killed in 1936. Tractor magnate Ferguson had wanted a 24-hour race like Le Mans but the local

authorities wouldn't wear it.

S.C.H. (Sammy) Davis, the journalist and racer, wrote of the 13-2/3 mile Ards course: "Each curve needs just a little difference in approach, a slight variation in method...I forget how many curves there are in the run down to Bradshaw's Brae, but every darned one of them is different and the final left-hand bend is the very devil if the car is more than a foot or so from the kerb on the apex of the corner...The circuit is one of the most interesting in the world, tricky, requiring accurate judgement above all things, yet fast, and with a nice sprinkling of those curves which give sheer joy when taken exactly right..."

In the 1928 TT Eddie entered a 2-litre Lagonda but retired with bearing failure. In 1929 he was back with a 2.3-litre supercharged 6cyl Arrol Aster, retiring after a lurid spin into the Newtonards Town Hall fracturing a track rod which Eddie insisted had been the cause of the crash, not the result. For the TT in 1930 he began his long love affair with the Bentley marque buying his own unsupercharged 4½-litre which he drove to 12<sup>th</sup> overall and 2<sup>nd</sup> in class. Six weeks later he made a rare departure from his loner credo and partnered Dr. Benjafield in a Blower Bentley to 2<sup>nd</sup> place in the 500 Miles Race at Brooklands. Back at Ards for the 1931 TT Eddie entered a supercharged 750cc C-Type MG Midget but didn't finish; for 1932 he had another blown Midget and finished 3<sup>rd</sup> overall.

He was very much an MG man at this point in his career and with



the latest supercharged K3 he finished the 1933 TT fourth overall and second in class to race winner Tazio Nuvolari, also K3-mounted. The same season Eddie won the Brooklands 500 Miles Race outright in his K3 and entered it for the 1934 Mille Miglia.

Family funds kept Eddie well equipped with motorcars and he bought one of the new 3½ litre Bentleys with a sports body to use as a practice car for the Italian race. The Bentley was the first of the marque to be built by Rolls-Royce since the takeover of the Bentley company. Rolls-Royce engineer E.W. Hives, who had been factory riding mechanic in the 1913 Alpine Trial, noted



Eddie Hall, Bentley 4½ litre, chassis DS3556, passes Tazio Nuvolari's 1750cc supercharged Alfa Romeo – the eventual winner – and Frank Ashby's Riley at Ballystockart in the 1930 Ards TT.

after tests with the prototype 3½ litre Bentley that his criticisms centred around the fact that “The car does its job too *nicely*...there is not enough noise and fuss”. This was the reaction of Gordon Murray when he drove the prototype F1 centre-seat McLaren GT for the first time. He felt that the 6-litre bespoke BMW V12 was far too silky smooth for the sort of car he had in mind: he wanted more cacophony to make the driver feel involved with his high-performance car.

W.O. Bentley is portrayed during this period as being a prisoner of his own company when Rolls-Royce rescued it from financial collapse, and made to work with engineers who had been his major opposition, but after he drove the new 3½ litre prototype, he ended his report saying “Taking all things into consideration I would rather own this Bentley car than any car produced under that name.”

You can imagine a twinkle in W.O.’s eyes when Hall arrived back from his recce of the Mille Miglia to request permission from Rolls-Royce to let him race his Bentley in the 1934 TT. He would fit it with a special lightweight 4-seater body built by E.D. Abbott Ltd at Farnham and take advantage of the supercharger ban just announced for TT entries. It must have been an anxious time for those Rolls-Royce engineers who believed in their new Bentley sporting car. In 1933 Hives had issued a report to the RR board stating categorically “1. We definitely do not wish to make a car for racing. 2. The car shall have four comfortable seats and the comfort of the passengers both front and rear is to be considered as well as the driver. It is quite possible to have a car in which the driver may get a lot of pleasure out of it but the passengers very little.”

Eddie Hall couldn’t give a tinker’s toss about passengers or co-drivers or their comfort. He could see the new Bentley as the



Eoin Young poses in the Eddie Hall TT Bentley, chassis B35AE, at the Briggs Cunningham Museum in California.

basis of a race winner. Bentley Motors wouldn’t recognise the car as a Works entry but did agree to give factory assistance to Hall as a private entry. He couldn’t have wished for more from Rolls-Royce, a straight-laced company that had last raced when the eponymous Charles Rolls won, by coincidence, the Tourist Trophy on a course in the Isle of Man in 1906. Rolls won in a Light Twenty and set fastest lap. A man for new challenges, he quit racing that very day and went straight from Douglas to Paris to take part in the first race for the Gordon Bennett Balloon Cup, switching easily from motoring to aviation, pushing the edges of the contemporary performance envelope to the day he died in 1910 as the first British civilian to lose his life in an air crash at the Bournemouth flying meeting in an early Wright bi-plane.

The Abbott body with cycle guards and a tonneaued rear passenger compartment was no beauty but it was light and tailored to TT regulations. Modifications at the factory included a raised compression ratio, larger inlet valves, a straight-through exhaust, friction-type shock absorbers, more sporting gear and axle ratios, an extra oil tank and a larger 32-gallon petrol tank. In this race trim the Bentley was producing 131bhp and good for 110mph as Hall lined up on the scratch mark for the 1934 TT.

The field was racing the handicapper of Brooklands renown, E.B. (Eddy) Ebbelwhite, who as it turned out, had done his calculations six months before and his estimated finishing time was 6hrs 13min 26sec; Charlie Dodson won in his MG Magnette at 6hrs 13min 24sec so although Hall might have cursed as he battled the gap down in the closing laps to finish second, he couldn’t argue the system which gave smaller cars the same chance as the heavier metal. He had won handicap races at Brooklands in MGs...

TT defeat in 1934 could have been put down to Hall’s two stops

for fuel and tyres. He arrived for his first stop with air horns blaring to change all four wheels, threw three-and-a-bit cans of fuel into his giant baffled square funnel, a drink for himself and he was away in 2min 9sec. “*The Motor*” observed later “In the light of subsequent events, it is of academic interest to wonder whether, other things being equal and Hall had managed to clip 10sec off each of his pit-stops, he would have won the race by 3sec. But of course ‘other things’ are so rarely equal.” Dodson won by just 17sec.

Hall was to become the TT ‘Bridesmaid Driver’ finishing second on handicap in each of the three years he raced at Ards with the Bentley, always setting lap and race records but to no avail.



Eddie Hall’s Bentley leads Brian Lewis’s Lagonda in the 1936 Ards TT.

He couldn’t win. Rolls-Royce gave plenty of back-door assistance rather as General Motors would do with Jim Hall’s Texan Chaparral CanAm team in the sixties. For 1935, power went up to 152bhp and tyre size increased to reduce tyre wear in a bid to make only one stop. He took 2min 12sec for fuel, oil and tyres but leader and eventual winner Freddie Dixon in his Riley took only 1min 32sec. This year the Bentley lost the win by 1min 13sec.

For the 1936 TT the Bentley had the new 4¼-litre engine, a new body from Offord, a larger oil tank and – what few knew before or during the race – a larger 40-gallon fuel tank. Eddie was going for a non-stop run at the 410-mile race and he was helped by rain for much of the race which eased fuel consumption and tyre wear. His wife Joan was running the pits with fuel churns and funnel ready in the closing laps although she knew the plan, and ignored Eddie blasting the horns and shaking his fist as he passed, as though waiting for a ‘Come In’ signal. He lost by a minute to a Riley shared by Dixon and Dodson, having again set a new race record.

Statistics were against Hall: In 1934 Dodson beat Hall, in 1935 Dixon beat Hall, and in 1936 Dodson and Dixon together beat Hall, Dodson and Dixon thus sharing the distinction of being, with Nuvolari, the only drivers to win the TT twice. Hall had been second three times running in the Bentley.

Eddie had entered the Bentley for Le Mans in 1936, the year the



The shape of the mudguards on Eddie Hall’s Bentley identifies this as the 1934 TT.

race was cancelled, but not before Rolls-Royce had run the engine for 24 hours at full throttle on the test bed without a problem. Finally in 1950 Eddie fitted the Bentley with an odd-looking hard-top and entered the car for Le Mans when he made his retrospectively famous solo drive to 8<sup>th</sup> place.

Briggs Cunningham had run his Cadillacs for the first time at Le Mans that year and he bought the famous old Bentley after the race, later exhibiting it in his museum in Costa Mesa, California, and I had the privilege of driving it. The car is now in the Collier collection in Naples, Florida; fitting in a way because the Collier Brothers shared the Cunningham Cadillac sedan at Le Mans when the Bentley ran.

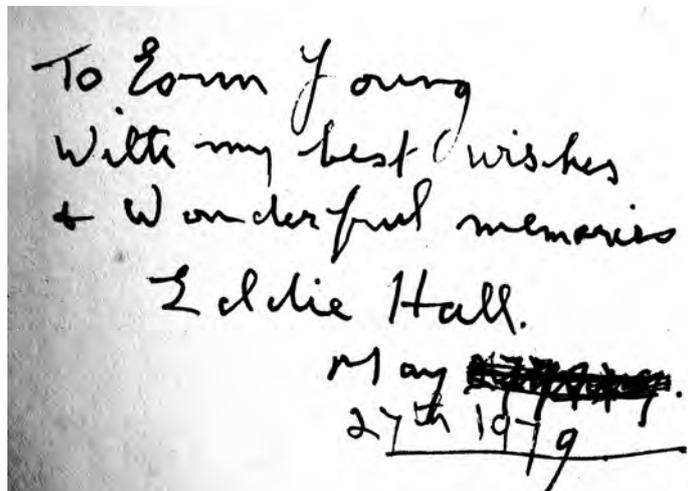
In the non-stop 1936 TT Eddie was running India Super tyres and



F. Gordon Crosby's drawing of Eddie Hall in B35AE passing Anthony Powys-Lybbe's Alvis in the 1934 TT.

when Denis Jenkinson and I visited the Halls in their Monaco apartment in 1979, Jenks spotted the huge model of the TT Bentley presented by Rolls-Royce (and now in the National Motor Museum at Beaulieu). "Cor! -- Ashtray scale!" said Jenks. Tyre companies in those days made promotional ashtrays featuring scaled-down rubber versions of their own tyre brand and the size of the model was gauged to that diameter.

BRM engine designer and team manager and later Lotus and



Eddie Hall's dedication to Eoin Young in "Tourist Trophy."

General Motors consultant engineer, Tony Rudd, recalls his oblique contact with Eddie Hall during his WW2 period with Rolls-Royce. He went to BRM in the late forties to work on the supercharging of the ill-starred 1500cc V16 Grand Prix engine.

"The Rolls-Royce and Bentley historic cars – including Eddie's TT car – were moved from the service department during the Battle of Britain because every inch of space was needed to convert Merlin 111s and Xs to 45s and XXs by changing their superchargers. The cars went to the showrooms of Sanderson & Holmes in London Road, Derby, because they had storage space with no cars to sell. They gathered dust there and deteriorated. In the autumn of '41 one of the Rolls-Royce apprentices spotted the cars and volunteered us to care for them. We cleaned them, blew their tyres up and turned their engines over. I was allocated the Paulin (Embricos) car but managed to swap it for Eddie's car, chassis No. B35AE. In 1943 the cars were moved to the Canal Warehouse at Shardlow near Donington."

Eddie wrote to Rolls-Royce asking what had happened to his TT Bentley and was told that the apprentices were looking after it in their spare time. Rudd remembers, "He sent a cheque for 'the one looking after B35AE' which Rolls-Royce properly returned. After the war he collected it and asked to meet me but I was away getting the Lincoln (a bigger Lancaster) into service.

"Later when I was with BRM we used to visit his flat in Monaco because he had raced with Raymond Mays in the twenties and thirties. I saw the model that Rolls-Royce had given him and told him my story. After that, before my visits at Grand Prix time I would phone him and Joan and ask if there was anything I could bring down. They would ask for WD40, Philips screws, screwdrivers and kippers for Graham Hill, I remember. We used to argue about large fuel tanks and running the TT non-stop. I suggested that he would have gained more in lap times with a lighter car than the refuelling stop cost him..."

In 1978 Eddie and Joan were invited as guests of honour to the Golden Jubilee of the first TT at Ards. Jenks had driven over in a 4.5-litre Lagonda and Rob Walker had loaned me his 3.5-litre Delahaye, a similar model to the car that Rene Lebeque drove to set the fastest-ever lap on the Ulster course at 85.52mph in that last Ards TT in 1936.

The Halls had open house for their friends over Grand Prix weekends in Monaco and Eddie would reserve his lounge with its wide-opening windows over the grid. I remember him on one occasion laying about him with his walking stick, swatting various grandchildren, barking "Get out! Get Out! This is reserved for the British Press!"

Eddie sold me several of his racing artefacts including the original framed guarantee for chassis number B35AE, his TT Bentley, which had been rebodied several times, confusing historians. He had made a trophy box trunk in Maple during a long period of retirement in Canada and had fitted it out like a personal motor racing museum. Car badges, a Bugatti con rod that had wrapped itself round the crank when sand got into the engine at Southport in the twenties, the crankshaft and con rods from the MG Midget Eddie drove to win the 500 Miles Race at Brooklands, and the linen helmets he and Joan wore on the Mille Miglia. The steering wheel from Mille Miglia MG K3 was in pride of place on the wall. A frame in the shape of the pear-shaped Brescia Bugatti radiator was mounted with 25 medals won with the car in the twenties.



Racing photographs from the twenties show Eddie as eternally bald and beaming, much as those who met him in later years remember him, always eager to know the latest 'gen' from the Formula 1 world each year when it came to race outside his window.



## Removing Rear Shackle Bearings On a 20/25 by Eddie Riddle

The rear spring shackle mounting on the 20/25 is the last cross member on the chassis. On my car, GYD18, it was so badly worn on the bearing surfaces that removal was essential.

The member is held in place by a combination of 5 bolts on either side. My method was as follows:

1. Drain and remove the fuel tank. You can't get at the oil pipes etc if you don't.
2. Remove the sheet metal covers from the inside of the chassis members. They are held in place with a countersunk screw accessible from the outside of the chassis rails.
3. Remove the lubrication pipes and oil restrictors. (ZS 3)
4. There are two specially shaped and tapered arms, which are part of the rear, cross member. The mounting bolts pass through these arms in various ways. Remove the one long bolt and nut which passes vertically through the chassis rail and the rear cross member arm. It is the one nearest the rear of the chassis.
5. There are two further bolts, passing vertically through the chassis rail and one side of the tapered arm. Remove these bolts.
6. The two remaining bolts pass horizontally through the chassis rail and the tapered arm. Remove them.
7. I gave up trying to undo all but the long bolt and nut and simply ground the nuts off the tapered arms. (They were rusted and peened over on the inside of the tapered arm)
8. These bolts are hexagon headed and partially countersunk. You must make new ones the same. If you are too tired to alter normal bolts then you will run into trouble when you try to mount the rear mudguards and fuel tank.
9. Undo the two tail lamp wiring connectors from the right hand side of the chassis rail.
10. Now for the tricky part. Once you have freed the arms from the chassis rust, you still can't get the cross member out of the chassis. The arms are tapered to match the chassis ends so you can't just pull the member out, and you can't push them up the chassis rails because of the tapers. You miss out by about 1/16<sup>th</sup> of an inch. My solution was to cut a piece of 4 x 2 timber just too long to go between the chassis rails. I placed the timber between the chassis rails about half way between the second to last cross member and the one I was trying to remove.
11. Now gently tap the piece of timber so that you spring the ends of the chassis rails SLIGHTLY. It doesn't take much effort and presto the rear cross member can now be angled up through the chassis rails and removed. Leave the timber in place so that you can replace the rear member when you have repaired it.
12. If you don't like my method, the alternative is to remove at least the next two cross members, and you will still need to spring the chassis rails. It was very simple when the chassis was assembled originally.
13. The rear member is made up of the machined shackle bearings, the tapered arms and a piece of pipe. These items are pinned and brazed together. I tried to disassemble them to no avail.
14. My final solution was to mount the entire cross member in the lathe and turn down the shackle bearing surfaces. It sounds easy but these surfaces are nitrided and very hard.
15. I turned the surfaces until they were true and finally ground them to 3/4 of an inch. Originally they were 7/8 of an inch. I now hardened them again using case-hardening powder.
16. Replacing the cross member is just the reversal of its removal. The chassis rails sprang back into place with no problems.

Make new bronze bushes to suit.

## Chairman's Report

It is now some months since the AGM, and those who moved into new administrative roles within the Club at that time are now clearly getting their feet under the table. Naomi Neill, our new Secretary, is working on the Agenda for an imminent National Executive Meeting; Treasurer Philip Eilenberg is closely controlling our healthy financial position; Clive Edmonds has taken over the role of Membership Registrar with aplomb; David Merryweather has yet to find events clashing such that he can exercise his new found powers; and Roy Tilley continues his position (amongst others) as keeper of website content. Bob Barbour as honorary Webmaster has made valuable comment regarding an update to our "shop window," and your Committee is dedicated to finalising issues around this and other matters in early course.

On behalf of the Club I would like to thank those members who stepped down from National and Regional roles at the last AGM for their contribution. Tom King continues to do an excellent job as editor of the magazine, albeit further articles are always welcome, and whilst mentioning this august publication please remember to support the advertisers therein whenever you can. Newsletters from the regions indicate a lot of activity around the country, and this can only be good for club fellowship and morale. Regional chairmen and secretaries appear to be busy sourcing new members and that in itself is very encouraging.

I am looking forward to attending the Central/Northern Rally at Labour Weekend and the Southern Touring Rally in November.

On behalf of the Club I have also been in contact with the British High Commission regarding the GREAT British Car Rally in mid February and assured them that as chair of the Club representing THE iconic British cars of all time I will certainly be in attendance. I look forward to finding who else from the Club will be taking part and sharing some time with them. Like my predecessor Michael Midgley I consider it to be a privilege to be in this position and hope I can add some value during my tenure.

With kind regards, Rob

## News

As we go to press, sad news has reached us. Sarah McNally of Wellington has died suddenly, and for those of us fortunate enough to see Sarah and her partner Martin Taylor dancing together at our Annual General Meeting weekend in Feilding in April, the memory of her vitality and enjoyment of life will always be with us, and our thoughts are with Martin and the family at this time.

Stan Matthews died in Australia on 13 September. He was a relatively new member of the club, joining after purchasing Sir James Wattle's S2 Bentley in 2010. It was in a bit of a sad state when he bought it, and he was in the process of restoring it, but also using it regularly on VCC outings, and it was seen around town on a daily basis. Stan and Karen very much enjoyed the 2011 Art Deco Rally organised by Rob Carthew, coincidentally staying at Hawkes Bay's Mangapapa Petit Hotel which was Sir James Wattle's former home. Like many of our other club members Stan was also a VCC stalwart, with a 1929 Whippet coupe and a 1957 Armstrong Siddeley Sapphire. Originally from Zimbabwe, Stan had been an Orthopaedic surgeon in Gisborne for nearly 25 years, and is survived by his wife Karen and sons Andrew and Justin.

Naomi Neill

## Relighting by Bernie Lewis

A requirement of all aircraft jet engines is that they should be able to be relit in flight, and, as a maker of aircraft engines, Rolls-Royce had to establish a relighting flight envelope for all its products. The boundaries were usually set basically by altitude (where there was insufficient oxygen available for a relight) and speed, where the inflow through the engine was too high for combustion to take place.

In most multi-engine aircraft this was no problem as height could usually be maintained on the other engine(s). However, in single-engine aircraft it was necessary to position oneself at sufficient altitude so as to arrive at the required test height and speed after a compulsory two-minute shutdown.

In the event of a failure to relight, it was usually necessary to raise the nose of the aircraft in an endeavour to drain excess fuel out of the jet pipe and then inevitably to try again at a lower altitude and at a lower speed. It almost always seemed to work, but there were sometimes failures at the lower altitude too.

In fact my boss, while demonstrating relight procedures to a member of the RAF Central Flying School, did an away landing because a wire from the relight button had become dislodged and an inevitable failure to relight occurred. On the way down from about 35,000 feet he spent nearly half-an-hour going through the relight system while trying to find the fault.

I once got down to 300 feet after a failure before being able to climb away again, but I was nicely positioned on finals for a landing back at base.

In doing these tests, we always kept within gliding distance of the airfield that we operated from and kept within a radius of 1 nm/1000 ft. We were frequently above 8/8ths cloud and we required a minimum base of 2500 feet for when we were flying such aircraft as the Macchi 326 and the Strikemaster variants.

We also had a very good radar controller who could vector us to an optimum downwind position for when we broke cloud. Usually after a session of relighting we would simulate a practice flameout and it was a good exercise for the radar controller and ourselves to do such a practice approach and landing.

While doing these relighting tests, a considerable amount of gliding time could occur, and on one occasion, when operating from BAC at Warton (where the Strikemaster was produced), they became rather agitated when I exceeded the normal flight endurance of the aircraft by about 40 minutes.

Most people think that engine relighting envelope would be established only when doing the initial engine handling, but it became a fairly regular occurrence to check it as fuel systems were modified, new fuels were tried or heated fuel was used. They all had to be checked and it was not infrequent to have to do the test while fully IFR, because of the state of the weather.

On one occasion when the cloud base was too low at Filton, I elected to operate under the guidance of the Royal Radar Establishment at Pershore. The cloud base there was about 5000 feet, but the tops were around 30,000 feet. I thought they would have the very latest in radar and therefore I was a bit disconcerted when they kept losing contact with me on their radar screens, after several relight failures, near their overhead. The old type radar at Filton was obviously far superior to the modern equipment, which for some reason appeared to have difficulty looking upwards near the vertical.

Not only did we do the tests on aeroplanes, but on one occasion I was asked to do them on a Westland Scout helicopter as well. A

couple of these helicopters had been sold to the Kenyan Police and apparently they had had problems starting when at about 12,000 feet on a mountain. Suitable modifications were made, but as there were no like-sized mountains in the UK to do a test, I was therefore asked to do a relight at that height. This necessitated fitting the helicopter out with oxygen, as I was going to have to start at about 20,000ft in order to *very carefully* enter autorotation and then stop the engine in order to get my required two-minute shutdown.

One test was not sufficient, so it had to be done twice and all went well. It was an unusual test and I do remember seeing a British Airways VC-10 fly by underneath en route to the States while I was positioning for the test.

On one other occasion the engineers were getting very stressed because they had made some fuel system modification to the Nimbus engine in the Scout helicopter and it had to be successfully tested at 10,000 feet by the end of the month for the company to be paid. Sure enough, for about a week Filton was covered in low stratus and the engineers were becoming very agitated.

On the last day of the month things had slightly improved, but not by very much. Suddenly a beam of sunlight shone down through the clouds on to the far end of the runway. It was what I would call “a sucker hole” and, after all their pleading, I was sucked in. I climbed through the hole, but by the time that I had reached 10,000 feet the hole had completely disappeared!

However, I was there, so decided to do the required simple test. All I had to do was to close the throttle to the ground idle position and report what the engine rpm stabilised at, at that altitude. I closed the throttle and watched the rpm unwind — and it went all the way down to zero!

My flight test observer said, “S\*\*\*” I thought that described the situation exactly, as it was not what either of us wanted to see. The Scout, in autorotation, didn’t go very far forward, but it certainly descended faster than most helicopters at that time and probably had a descent rate of about 2000 ft/min. Time was the essence and I probably wasn’t going to have time to do a second start attempt before entering cloud, so I did the start checks twice before pressing the starter button.

Fortunately, everything worked correctly and I managed to climb away just as I entered cloud. I followed it up with a radar descent and landed back at Filton. I don’t know if the company was paid or not, but I know that my flight test observer and I were not very impressed with their modification.



Westland Scout helicopter with the Rolls-Royce Nimbus engine, as described by Bernie Lewis.

## A Warm Welcome to the Following New Members

### Mike Todd

P.O. Box 343

Taupo 3351

Telephone (07) 376 9095 (021) 223 4047

E-mail [mike.todd@xtra.co.nz](mailto:mike.todd@xtra.co.nz)

2008 Bentley Brooklands Coupé Chassis SBCC42M79CH13832

2010 Bentley Continental Super Sports Chassis

SCBCG43648AC063186

### Murray Hawkes and Jeanette McLennan

Mt Halford Station

R.D. 1

Ashburton 7771

Telephone (03) 303 0725 (021) 311 335

E-Mail [alford.geoconsultants@xtra.co.nz](mailto:alford.geoconsultants@xtra.co.nz)

1991 Bentley Turbo “R” Chassis 1134372

### Monty and Bea Claxton

“The Course”

117 Hamptons Road

R.D. 6

Christchurch 7676

Telephone (03) 344 3080 (021) 022 61295

E-Mail [claxtons@ihug.co.nz](mailto:claxtons@ihug.co.nz)

1932 Rolls-Royce 20/25 Chassis GRW54 (was Freestone & Webb but currently rolling chassis)

### Robert, Charlotte and Alexander Smith

P.O. Box 30-257

Lower Hutt 5040

Telephone (04) 589 6260 (0275) 550 435

E-Mail [Roberts@torc.co.nz](mailto:Roberts@torc.co.nz)

1967 Rolls-Royce Silver Shadow Chassis SRH3514

**Bluetooth Audio by Jon Waples (Michigan)**  
**Reprinted from "The Flying Lady" With Permission of the Editor and Author**



At this juncture in the digital revolution, many of us are carrying the solution to their old car audio problems and don't even realise it. Most modern smartphones have the capability to store and replay thousands of songs as well as stream content from the Internet. I often use these features to play music through a pair of headphones or, in the car, through the audio input jack on my 2006 Honda.

Up until recently however, it had not occurred to me that I could purchase a compact rechargeable speaker unit and use that along with my smartphone in my older cars.

Many speaker units also allow smartphones to communicate with the speaker unit using Bluetooth, dispensing with any wired connections at all. For those of you without a resident teenager to explain, Bluetooth is a short-range digital wireless communication standard. It is used, for example, to synch the owner's phone to most late-model cars, or allow a cell phone user to employ a now patently unfashionable wireless ear piece. In this application, it's great: it allows me to listen to my music but then pick up the phone and exit the vehicle without having to disconnect anything. Because the communication standard is two-way and sufficiently comprehensive, one can control volume, muting, and track selection from buttons on the speaker unit as well as the phone itself.

There are plenty of speaker choices out there and the offerings change constantly. I selected the Monster ClarityHD Precision Micro Bluetooth Speaker 100 and purchased it for \$100 from Radio Shack. The same unit is available for as low as \$US70 on the Internet and as high as \$US120 direct from the manufacturer. It is recharged via



a standard mini USB cable. It comes with a cable to charge it via a computer USB port. My TomTom GPS uses the same standard charging port and came with a 12V cigar lighter charger. I use this to recharge the unit while on the road, but since the unit will last for many hours on a single charging, the cable does not need to be used often. Fidelity is quite good given the unit's palm size. Having said that, don't expect deafening volume, thunderous lows, or sizzling highs. It will, however, play all the programme material you own or stream at a quality level at least equal to the OEM stereo of a late 1980s Rolls-Royce or Bentley at sufficient volume for double digit speeds with the door seals all but removed. Since the phone is what's driving the speaker box, the music is naturally muted for phone calls and text notifications. Mine usually sits perched on the front tray table in my Bentley S2 and is small enough to fit nicely on the division of my pre-war Wraith.



## B165MX by Berwick Taylor

The takeover of Bentley by Rolls-Royce in 1931 was the precursor to the Derby built Bentleys of the 1930-1939 period, and the continuation of Rolls built cars to recent times. The Derby chassis carried coachwork by many coachbuilders, amongst whom Park Ward had created almost a third by 1939. These magnificent vehicles were enjoyed by the now extinct breed of wealthy young sportsmen whose life existed solely for pleasure, and throughout were untroubled by the encumbrance of work with, family money funding their lifestyles, and often referred to as the "Bentley Boys." One of the most famous was Woolf Barnato, with his famous race against the "Blue Train" in a 6 ½ litre Bentley Speed Six Model in 1930.

By 1936 the 3½ litre overhead valve 6 was enlarged to 4½ Litres. The final 200 chassis, the MR and MX series, incorporated improved steering, camshaft changes, and an overdrive gearbox. The cross-flow cylinder head, twin SU carburettors and the higher ratio now available allowed the reputation for fine handling to now include a claimed 107 MPH.

B165MX is one of 3 overdrive chassis in New Zealand and shares similar coachwork with about 20 others world wide. Registered in September '39 it left the UK in the early '60s to Denver Colorado where it inhabited the corner of a warehouse, unregistered since 1969. Bought as seen in photographs it proved to be an expensive gamble.



The long anticipated arrival in 2005 became subdued as even with the kind help of Richard Langridge the seized engine could not be turned. The engine was removed, and not only were the pistons corroded into the bores, but cam and crankshaft bearings were locked solid.



The body meanwhile was repaired, showing little in the way of corrosion, perhaps due to the arid climate of Colorado. From 1937 Park Ward used a metal frame, so producing a rattle free firm body, but still used ash in some items. The sliding sunroof was a hugely time consuming job, requiring new timber, and the running boards have now become steel only.

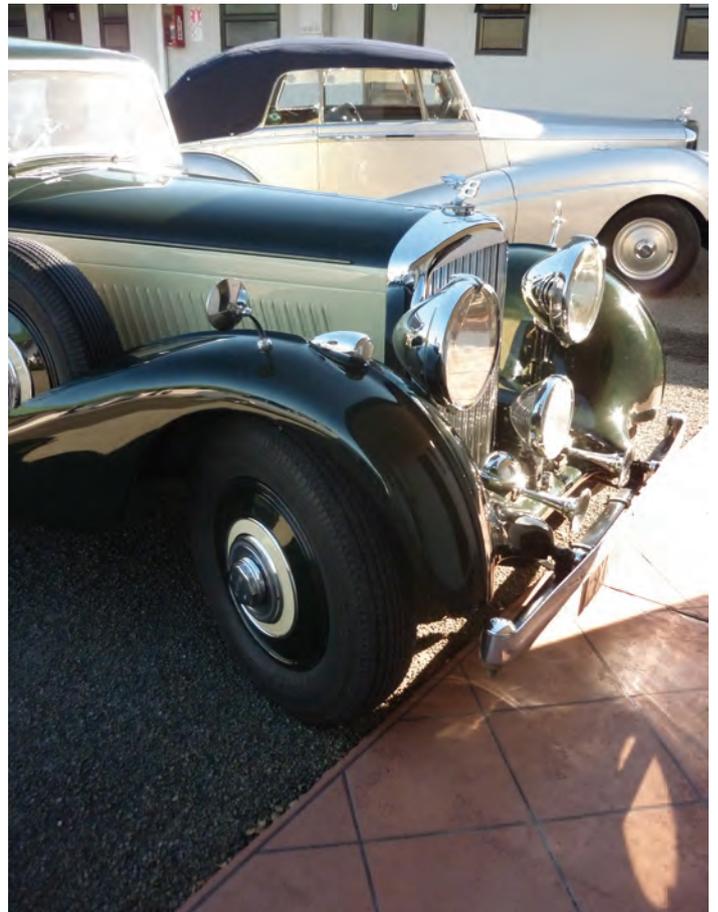
Lars Wedinger upholsterer, now unfortunately returned to Scandinavia, restored the interior retaining, much original leather while Shane Herbert at Kumeu the car painter made an excellent finish to the body.

Even small jobs could become complex. The headlights, apart from cleaning, a re-chroming, and a silver plating of one reflector, required the solenoid dipping, which dips the whole lens, to be repaired. These spread out on the lounge floor for winter evening therapy one at a time ensured one to copy from!

Petermark Motors in Glenfield helped with many items. The fuel tank was solid with tar, which after removal showed corrosion holes to be repaired. Later the tank bottom was replaced and the fuel sender unit sent to the UK as a corroded mass for rebuild. They had the radiator re-cored, and attended to generator, fuel pumps (two) etc. The refurbished chassis now went to meet the engine, which had gone to Bruce McIlroy in Ashburton. It is often said that in restoration the body consumes more time than the mechanicals, but in this case the engine took nearly 2 years often waiting for parts to be machined. All moving parts needed repair; the crankshaft ground, the camshaft re-contoured in the UK, and both refitted with white metal bearings, distributor drive, water pump, oil pump, vibration damper, timing gears; all took time. The cylinder head could have been repaired, but we heard a new casting at Fiennes Engineering UK was ready for machining, and there would not be another available for a long time so after 2½ months of one engineer full time we had our new aluminium head.

Suspension leaf springs were polished new shackle pins made and reassembled with new Bijou central lubrication fittings. The brakes are mechanical with servo assistance actuated by a clutch drive at the gearbox, and are very effective. The chaps at the vehicle testing station often complain the front brakes don't work. Of course the prop-shaft must be turning to actuate the mechanical servo, and their rollers on the front wheels don't help.

It is now 3 years since B165MX has been back on the road, and 30,000km later it's driving magnificently, attending many classic car events, including the Napier Art Deco weekend and Vintage Car Club and Bentley Drivers Club runs in both the North and South Islands on a regular basis. It has yet to try what one original owner described as his delight, starting in 2nd gear and accelerating to 70mph 3rd to 90 mph then to O/D top!



## Our Fellow Enthusiasts - the Late Ken Karger, by Clive Edmonds

Ken Karger, photographer par excellence and editor of the Rolls-Royce Owners' Club's national magazine, *The Flying Lady*, possessed a wealth of knowledge on our cars and the various coachbuilders who erected bodies on them.

He freely shared this knowledge with the club by conducting lectures at club Annual Meets and even at one point, gave guided tours of the cars to our junior members to better their appreciation of our beloved marques.

It was a sad day for us all when he unexpectedly passed away and we were invited to his Memorial Service at Exton, Pennsylvania, in February 1999. As I recall it was a cold, clear wintery day and upwards of a hundred or so people were gathered in the hall. The parking lot was full of Rolls-Royce and Bentley cars as well as other vehicles of all descriptions.

Chocolate had been one of Ken's favourite things, and all were asked to bring along some to share with others.

People took turns at the podium in the centre of the hall and spoke of their memories and experiences involving and paying tribute to Ken. The vast majority were well dressed, well spoken and fitted the generally perceived mould of RROC folk. However, one man stood out from the crowd in that he appeared to be very obviously a humble, person who was dressed as a labourer, and although he appeared ill at ease, he was keen to take his place at the podium to relate his story. Apparently during the Vietnam War Ken was a "Conscientious Objector" and elected Community Service rather than join the Military. Ken taught adult literacy, and this fellow was one of his students, and had come along this day to explain how Ken had completely changed his life.

Prior to meeting Ken, this man had hidden his illiteracy, and was able to fool people up to a point, living a very sheltered existence. He explained that Ken taught him to read, and over time taught

him about the arts and literature, opening up previously unknown and unappreciated worlds to him. For this he would be eternally grateful. As he walked away from the podium having delivered his tribute, there was hardly a dry eye in the place.



*Ken chose to appear in few photographs, but Mermie Karger took this one in 1981. If it had included his shirt pocket, it probably would have shown his ever present note book and fountain pen.*

*At the 1984 RROC Annual Meet at Lancaster, Pennsylvania, he's photographing S194PR, a 1931 Springfield Phantom*

*I with Brewster Huntingdon body, and Nick Rotondo sent it to Ken as a memento.*

*Thanks to Mrs Mermie Karger for providing these images for us.*



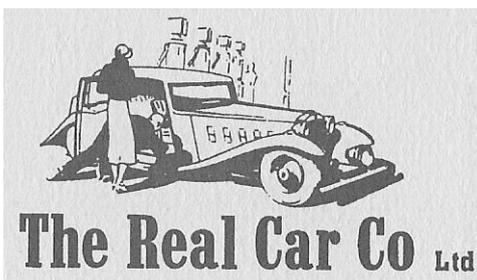
## Our Fellow Enthusiasts - the Late George Daniels, Master Watchmaker

George Daniels was born into a humble family in the East End of London in August 1926, and died at his home in the Isle of Man in October last year. He had a tough childhood, and the bits and pieces he collected and repaired helped to keep his family afloat. Conscripted into the British Army in 1944, he found that his growing interest in repairing watches and clocks found an outlet, and he enjoyed the orderliness of wartime Army life after his earlier chaos, while the £50 gratuity he received upon demobilisation went to buying tools to set up his own repair business. This thrived, and eventually he began building his own watches; he made 37 of these, as well as a series of 50 Millennium watches for the Omega Company with the help of an assistant, Roger Smith. His eventual accolades included an Honorary Doctorate, an MBE and a CBE.

A delve into Google will find enough fascinating interviews to keep a chap interested for hours, as he tells his stories of study of Breguet watches, and his eventual invention of a co-axial escapement, needing virtually no lubrication, which meant that his watches were more accurate than quartz examples. Essentially an affable man, he found his horological acquaintances secretive, and made no friends there, whereas after he bought his first Bentley he said he had acquired a hundred new friends within the first year.

This photograph of George Daniels in a white shirt, beside his

early Daimler, was taken by your editor during the Vintage Sports Car Club's 50<sup>th</sup> Jubilee hill climb at Prescott, Gloucestershire in 1984. On Page 4 of this issue Kenneth Neve is mentioned; Daniels disagreed with him about his preference for Rolls-Royces, inferring that a clock made by Rolls-Royce would run slowly, and preferred his Bentleys, which included an R Type Continental and the Birkin Team Car, chassis HB3402, pictured in our 12-4.



### THE REAL CAR COMPANY North Wales

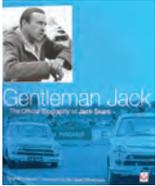
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### Gentleman Jack: The Official Biography of Jack Sears, by Graham Gauld

Published 2008 by Veloce Publishing Ltd, Veloce House, Parkway Farm Business Park, Middle Farm Way, Poundbury, Dorchester DT1 3AR, UK  
 Hard bound 25cm by 20.7cm, 160 pages ISBN978-1-84584-151-5 £24.99 from Veloce  
[www.veloce.co.uk](http://www.veloce.co.uk) or [sales@veloce.co.uk](mailto:sales@veloce.co.uk)

Jack Sears is a survivor of a great period in British motor sport, when he raced and rallied, mostly apparently for the fun of it, in historic, sports and saloon cars, with people such as Jim Clark, Graham Hill, Archie Scott-Brown, Peter Riley, Roy Salvadori, Mike Hawthorn, Tommy Sopwith, and Colin Chapman. Photographs of Jack Sears appeared in our 11-6, when he was competing in his father's Tourist Trophy Sunbeam IOM4 during the 1950s. This Sunbeam had previously been owned by C.W.F. Hamilton's father-in-law, George Tarlton Wills. Sears drove Austin-Healeys, Fords Galaxie and G.T. Cortina, Ferraris, Austin A105, Aston Martins, Jaguars, and A.C. Cobras as a private entrant and for various teams and companies. He competed with great success, although he always considered himself a farmer who went motor racing. Before speed limits were imposed on British motorways he achieved 185 m.p.h. on the M1 early one morning as part of the Cobra testing programme. He retired from motor racing after a bad accident in 1965 in a Lotus 40, after which he was one of the main organisers of the Daily Express London to Sydney Marathon.

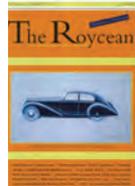
Jack Sears was born in 1930, one of two sons of a member of a shoe manufacturing business, Stanley Sears, who had trained as an engineer. Stanley Sears, born in 1903, left the family business to take up farming, and in 1936 was interested to see the Veteran cars in the London to Brighton Run as they passed his property. He appears to have become instantly smitten with an enthusiasm for very old cars, and bought a two-cylinder Darracq, soon replaced by a faster four-cylinder Clement Talbot, which is still in the Sears family. Realising that an irreplaceable Veteran car was as likely as an old Hillman Minx to contribute its metal to the War Effort, Stanley Sears gathered up anything early which he found, selling them off after the war at no profit to fellow Veteran Car Club members.

Stanley Sears built up one of the finest car collections in Britain, and after the purchase of his first new Rolls-Royce, Phantom II Continental 31GX, this marque became the nucleus of his interest. He built a replica of the 1905 Light 20 car which Charles Rolls drove in the Tourist Trophy that year, using the remains of two chassis, 26350 and 40520, and this car appeared in the 1972 BBC television production "Mr Rolls and Mr Royce" which is available as a DVD as part of "The Edwardians." After Forrest Lycett died, his Bentley 8 litre YX5121 was acquired, and until John Goddard's efforts (noted in our 12-3) this car was the fastest Bentley with a flying mile at 140.845 m.p.h. on the motorway at Jabbeke.

"Gentleman Jack" has appendices covering the Sears collection, with good photographs and chassis numbers, although it is not made entirely clear that of Stanley Sears's Rolls-Royce and Bentley collection, only the Phantom III 3DL76 remains.

Appendix 2 is a detailed table noting Jack Sears's competition history from 1950 to 1965, with dates, events, cars, notes and results.

Graham Gauld, a respected Scottish motoring writer and photographer, has produced a readable book, free of any errors (apart from a few typographical errors) found by your reviewer. Very much an Official Biography, there aren't any salacious anecdotes, but bearing in mind the reputation of Jack Sears, gentleman farmer and driver, that is probably as it should be. "Gentleman Jack" is printed, in India, on heavy acid-free paper, and the photographs are well reproduced. The review copy was provided by Veloce Publishing. A.T.K.



### The Roycean No. 3: From Manchester to Crewe, via Derby

The Hulme Press, 2012. 140 p. Order from: Complete Classics, P.O. Box 1017, Weedon, Northamptonshire, U.K., NN7 4UY or [rab@completeclassics.co.uk](mailto:rab@completeclassics.co.uk) Website: <http://theroycean.moonfruit.com>

Maintaining the breed is the phrase that springs to mind, even if it was used in connection with another British marque. Tom Clarke, who is an Honorary Life Member of the RROCA, as Editor with Will Morrison as Co-editor and Designer have again produced an issue which admirably fulfils their stated intentions, "to include articles on the history of the Rolls-Royce company and its cars up to the 1960s, Derby – and Crewe – built Bentley cars, as well as coachbuilders and dealers, the lives of personalities involved with the cars, and interesting owners." Indeed this 2012 annual, the third in the series, covers all these bases and is beautifully presented.

Tom Clarke and Maurice Richardson provide a new understanding of just how tough and troubled Royce's youngest years were. This reappraisal is poignant as hopefully plans develop within the Rolls-Royce movement to celebrate the sesquicentenary of Royce's birth on 27 March 2013.

In a fresh look at the Bentley mascot Greg Millard, a US Bentley enthusiast, revisits the story behind the design and presents new information on the designs from Charles Sykes and others. A fascinating coverage supported by wonderful illustrations.

Will Morrison resumes his account of G. G. Smith, M.B.E. of 'The Autocar' and his cars. Geoffrey Smith's Rolls-Royces were covered in 'The Roycean' No. 2, 2011, and this second and concluding part accounts for Smith's Bentleys. Will Morrison's formidable forensic talent is again in evidence and this is a seriously satisfying read for enthusiasts.



*This very early Manchester built two-cylinder Rolls-Royce, chassis 20165, is one of the cars which inspired the Sears Collection, and also the researchers who contribute to "The Roycean."*

James Fack looks at the 1939 prototype Bentley Mk. V Corniche 14-B-V and the fruitful partnership that formed between Rolls-Royce at Derby and Georges Paulin, that supreme stylist and self-taught aerodynamicist, in Paris. A commanding coverage, well illustrated with contemporary photographs and line drawings, which convey Paulin's style to perfection and are part of an enduring legacy to a life cut brutally short.

"Who was Savigear?" Peter Brown teases out the answer to references on chassis cards, "Wiring-up Yes (Savigear)", with comprehensive research and a lightness of touch in the

telling.

Steve Stuckey, ACT Branch member and internationally recognised Phantom III expert, has written for all three issues of 'The Roycean'. This time he examines the exotic creations of open coachwork for the Phantom III for the potentates during the British Raj in the sub-continent – modern-day India and Pakistan. His trademark ability to cover the car histories with their owners in their social and historical settings is again in evidence. Another superb offering and a final twist is the fate of 3DL200 in nearby Afghanistan at the hands of the Taliban.

The final article is about an experimental Silver Wraith, 41EX, owned by Roberto Verboon, the author. The trials and tribulations with 41EX, including a refrigeration unit and power steering, are reported in this intriguing account.

Full credit to Tom Clarke, Will Morrison and their contributors. Enthusiasts have much to enjoy here and much to look forward to in future issues.

*This review, by our New South Wales member David Neely, is reprinted with the permission of the Editor of Præclivm, Tim Dean.*

*A review of The Roycean Number 1 appeared in our 11-1.*

*When your editor's copy of The Roycean Number 2 returns from its travels, a review will follow.*

**DISMANTLING R TYPE:** Everything for sale, contact Michael 0274 148 145

**WANTED TO BUY:** • R-R coil(s), 20/25 HP type or similar, need not be functional, with bakelite casing and "mushroom top", any condition.

• Ceramic holder(s) for ignition ballast resistor. Please phone or email: Ed Pollard (09) 846 0475, [ed.j.pollard@gmail.com](mailto:ed.j.pollard@gmail.com)

**WANTED TO BUY:** As the new custodian of GRW54, the rolling chassis at left, I am missing so many fittings, and for a start I would like to buy:



- 1). A Calorstat unit (and/or linkages) for opening the louvred shutters on the radiator.
  - 2). A solenoid "starter" switch for the starting motor.
  - 3). Full set of instruments for the dash (speedo, clock, amp, fuel etc) or any individual units (in ANY condition).
  - 4). Crank handle, its R-R bracket and extension to crankshaft pulley.
  - 5). Headlamp "internals" (pre-war silvered reflectors, tri bars). I have the lamp shells and glass lenses.
  - 6). Bakelite "distribution" (fuse) box cover.
  - 7). Air Cleaner (and/or alloy manifold).
- 8). Mudguards: front and rear set. Prefer 20/25, but can modify.
  - 9). Magneto unit.
  - 10). Factory tools (any!).
  - 11). Handbooks or any technical information specific to rebuilding this dear old, neglected car.
  - 12). Radiator cap, o.d. 2 ¼ inch, either a "Town Cap" or "Flying Lady" mascot.
  - 13). Any useful "correct" body parts (door hinges, seats or what have you?).

If anyone has "boxes of bits" left over from the restoration of their car (whatever similar model) and would like to contact me with information or for a chat, my email address is [claxtons@ihug.co.nz](mailto:claxtons@ihug.co.nz). Over the years I have built up a network of local artisans who can re-build/ recast/ refurbish most body and mechanical fittings. Telephones 03-3443080 and 021-022-612-95. It is my intention to re-body it as a Gurney-Nutting "Owen"-type 3-position Sedan de Ville coupé, as projected on the wall behind the car in the photograph. Having to date restored two early SS-Jaguar cars of similar vintage and coupé body type, but (considering what I am starting with) I'll probably need all the help I can get from Club members.

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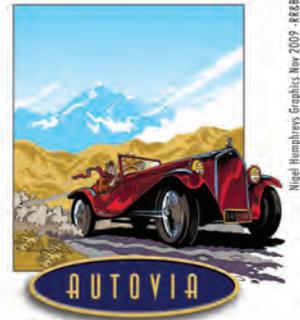


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# Club Calendar

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

## National

Lois Hadfield is heading the Northern Region Team organising our **2013 Annual General Meeting Weekend** at the room rate of \$319.00 (GST of 15% included) for Dinner, Bed and Breakfast, so attractive that alternative options work out at about the same.

We need to book as quickly as possible to preserve our block booking, quoting the code "**Rolls Royce & Bentley Club No. 356596**" so that individual reservations are part of the group and thus get the good price negotiated. The bookings are for the new wing, but bookings may be made at whatever is wished, and for as many days there as wanted. Dinner on the Saturday evening is in the Ruapehu room (the main restaurant) and this meal is included in the negotiated room rate for the Saturday.

There are other places to eat in and around the Chateau, and people are free to do as they wish for lunches etc. It is essential to book for meals in the main restaurant (on days other than our group booking for the formal dinner).

### Group Name – Rolls Royce & Bentley Club #356596

Date: **Saturday 6 April 2013**

Time to be advised: Pre Dinner drinks

Venue: Lounge and Ruapehu Room (main restaurant)

Guests: 40 Guests – to be confirmed

Menu: Beef or Lamb Table D' Hote – to be confirmed

Dinner Price: Included in package. Please ask guests to contact our reservations department and quote the block name or number above. They are required to pay 50% of their accommodation as a deposit, and may phone our Reservations team on 0800 242832 or email [stay@chateau.co.nz](mailto:stay@chateau.co.nz)

Check-in time is 3:00 pm and check out time is 10:00 am.

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## Central Region

**Saturday 19-Monday 22 October: Labour weekend. Combined Northern and Central Region Taranaki rally.** The weekend's events will include a visit to the Patea freezing works museum on the way to New Plymouth, also to the Pukeiti Rhododendron Trust, to the Puke Ariki museum, and to Tupare, the Chapman-Taylor house which was formerly the home of Sir Russell Matthews and his family. His son John owns a Rolls-Royce 20HP which we also hope to visit. The Tawhiti Museum at Hawera is a recommended visit for those who have not already been there.

**Sunday 25 November:** Central Region AGM to be held in Wanganui. The weekend will also possibly include a visit to a vehicle restoration shop and/or a trip on the Waimarie paddle steamer on the Whanganui River. The AGM venue and the overnight stay are to be confirmed.

**January 2013.** Visit to Somes Island at a date to be advised.

## Southern Region

**Friday 16 to Sunday 18 November: Canterbury Anniversary Weekend** and our traditional Long Touring Weekend, this time to Dunedin. Please book your own accommodation directly with the Alhambra Oaks Motor Lodge, mentioning that you are part of the NZ Rolls-Royce & Bentley Club, 0800 25 42 62 72 or (03) 477 7735, Email: [info@alhambraoaks.co.nz](mailto:info@alhambraoaks.co.nz) Web: [www.alhambraoaks.co.nz](http://www.alhambraoaks.co.nz) Video Profile: [www.alhambraoaks.co.nz](http://www.alhambraoaks.co.nz) Dinner at the Dunedin Club has been arranged for Friday evening, with a less formal Italian meal on Saturday evening. Dunedin has so many attractions, which for us will include the albatross colony on Otago Peninsula, and the Taieri Gorge Railway. With members from the Northern and Central regions joining those from the South Island, a good weekend with good company is assured.

**Sunday 27 January 2013:** Martin Vincent is organising another of his popular and now traditional visits to a Canterbury historic homestead.

## Invitations

**Sunday evening 14 October to Saturday 20 October, Christchurch NZ National Classic Rally** based at McLeans Island is open to any vehicle of any age considered by its owner to be a classic. The Rally programme includes three tourday runs to Akaroa, Kaikoura and Geraldine. There will also be a scenic tour through the Canterbury Quake Zones, a big charity automobilia auction, track day and BBQ at the Powerbuilt Ruapuna Raceway, national Concours d'Elegance, an autogymkhana, and prizegiving dinner. Additional optional excursions are also being arranged. To enter download the entry form PDF from website [www.nzclassiccar.org.nz](http://www.nzclassiccar.org.nz) and forward with \$50 entry fee deposit to PO Box 12-209, Christchurch 8242.

**Sunday 25 November: Hawkswood Hill Climb** north of Cheviot, organised by the Country Gents' Club, an ideal opportunity for a picnic run in congenial surroundings.

**Sunday 10 February 2013: the 26th British Car Day** 10am to 3pm Trentham Memorial Park (Use Barton Road, off Fergusson Drive, Upper Hutt) \$5 per display vehicle. Once again the British Car Club will be donating proceeds to keep the Wellington Free Ambulance free. There will be a good range of food and drink available and the usual range of British vehicles to admire.

British Car Day Committee C/- Secretary 9 Cassis Place Crofton Downs WELLINGTON 6035 Contacts: Lyn /Keith Shackleton Phone: (04) 973 2904 E-mail: [theshacks@paradise.net.nz](mailto:theshacks@paradise.net.nz)

### **Great British Car Rally 17-22 February 2013**

On Sunday 19 October 1997 the NZ-UK Link All British Car Rally set off from Auckland bound for Christchurch. As you know, it was an incredible journey with over 400 cars competing at different stages throughout the week.

Fifteen years later it seems to us that the time has come to repeat the journey and take another thrilling ride from Auckland to Christchurch. But this time branded the GREAT British Car Rally.

It will start in Auckland on Sunday 17 February and finish in Christchurch on Friday 22 February; the second anniversary of the Christchurch earthquake. We would like to put on a GREAT car show for Christchurch.

The GREAT British Car Rally will be fundraising for four charities: Starship Children's Hospital, Save the Children (Wellington branch) and two charities based in Christchurch: the Christchurch City Mission and a charity with mental health focus (which is yet to be confirmed).

You will be pleased to hear that once again Ross Church has agreed to be our Rally Director. So together, we will create a buzz and level of excitement that will sweep down the country as we make this GREAT journey with events in each main city promoting the best of Britain.

We have also been in touch with Pat Alston, the mastermind behind 1997 rally and we are hopeful that she may be able to join us for part of this GREAT journey.

The rally will be open to all British cars - both classic and new and we will follow the same route from Auckland to Christchurch. As in 1997, you will be able to join us for the whole rally or complete as many stages as you wish. All the information is available on our website: [www.ukinnewzealand.fco.gov.uk/GREATbritishcarrally](http://www.ukinnewzealand.fco.gov.uk/GREATbritishcarrally).

Ross has very kindly offered to donate a prize to the participant and car from the Link rally that also completes the 2013 GREAT British Car Rally. This will be judged on the basis of "those that best represent that British/New Zealand spirit of motoring".

We hope that many of the 1997 rally participants will join us for another INCREDIBLE JOURNEY along with other British car enthusiasts.

Please contact us via the website or email Amanda Anslow at: [greatbritishcarrally@gmail.com](mailto:greatbritishcarrally@gmail.com) to register your interest, or phone Amanda on (04) 4764659. Our website will be updated regularly to keep you up-to-date with all the latest information.