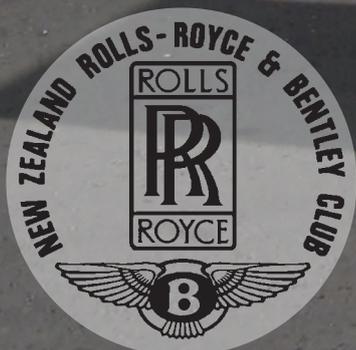


# New Zealand Rolls-Royce & Bentley Club Inc Issue 13-3, 2013





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

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### NEXT MAGAZINE:

Deadline for receipt of all material for Issue

13-4 is 22 July 2013.

(Front Cover)

Glynn Williams and Kevin Williams chat

beside Kevin's 1971 Corniche, chassis

CRH11494 during the recent Northern

Region Autumn Outing.

Peter Morelli's photograph

## 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.

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## Advertising

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## Mainland Comment

Having just become cold and wet during a foray to collect today's postal offering, an overseas catalogue promising "Warm days are coming" brings certain topics into focus. The recent loss of Daylight Saving Time has been perhaps more of a jolt this year than usual, for the long and dry summer has been replaced by what looks likely to be a long and wet winter, without the intervention of much autumn. Your editor spends some time at Canterbury University, supervising tests and examinations, a good time to muse on the three-term University Year, which used to be split into Too Early, Too Cold, and Too Late. Semesters seem to have replaced terms; are they now only Too Early and Too Late?

At this time we think of our friends and Club members who are travelling towards a summer in the northern hemisphere, while we who aren't try to console ourselves with the benefits of longer evenings, with the books and indoor projects saved up for this time of year, and try not to envy coffees taken while observing the Promenade in some civilised European town.

It is always a pleasure to welcome new members into our Club, and to see that Family Members apply in most cases. As we realise that we are ageing, and that our cars are likely to outlive us, it is a comfort to know that there is a line of succession, so to speak. Recent new members include Martin Green and Donald Wright, the sons of our long-standing members Henry and Joy Green, and George and Cecily Wright, respectively.

Editors are always looking for material of interest to their readers, and are always grateful to the networks which produce such articles. Jim Sawers has written several articles for our magazine, and they have been enjoyed here and overseas. Jim's article on C.W.F. Hamilton from our 11-5 has been reprinted in the magazine of the Jet Boat Association of Australia *Jet Torque*, and also in the magazine of Jet Boating New Zealand. Bill Hamilton's immortal 4 1/2 litre Bentley, which he bought second-hand in England and raced successfully at Brooklands, appears on page 3.

Our Club held a very successful Annual General Meeting weekend at Chateau Tongariro in April, and a report appears on Page 5 of this magazine. We are more fortunate than most car groups, because the Rolls-Royce and Bentley companies are thriving organisations which are supportive of us, and have never objected to our using their treasured logos in our Club logo. It was good to see products of Cricklewood, Derby, Crewe, and Goodwood factories in the car park of the Chateau Tongariro, representing more than 80 years of car production. Ian Hoggard, who has been a member of our Club since its inception, came along too, and decided to bring an example of the current production of Goodwood with him for the occasion.

This issue has turned into a celebration of Rolls-Royce, whereas 13-2 featured Bentleys, but it is appropriate in this year, the 150th Anniversary of Sir Henry Royce's birth, and the 100th Anniversary of James Radley's triumphant winning of the Alpine Trial as we go to press. Four cars with strong New Zealand links are taking part in the two events organised to commemorate the event, and we hope to publish reports in due course.

## Matters Arising From 13-2

Readers of 13-2 have noted some issues. In the caption on Page 3, Gavin Bain and his bagpipes perform at Braemar Station, on the shores of Lake Pukaki, as pointed out by Ron Hasell.

Roy Tilley says that the caption to the bottom left photograph on Page 13 "is of the Alvis Stalwart, which was amphibious, not armoured. It was powered by the old B80 straight 8 engine, long before the days of the K60, but nonetheless impressive. If you look at the front of the Stalwart, you will see it has a very steep approach angle, for coming out of rivers etc. I have heard of, but not seen, some of the more skilled drivers travelling at speed on a sealed road, slamming on the brakes and, when the tail came right off the ground, by judicious use of reverse gear in the pre-selector box, balancing the beast on its front two wheels with its tail up in the air, which would have been most spectacular. You'll find lots of fascinating shots of the Stalwart on YouTube."

Sandy Skinner writes "Dear Tom, how nice, once again, to get the Rolls-Royce material. I'm in the throes of going through a draft to see if we can do something publishable on the Vulture, so my mind is running on Rolls-Royce oddballs. As you know, speaking as the only private owner of a Cross Rotary engine I have a weakness for odd engines. I met the Oechelhaeuser twin piston approach in the Fifties on a most peculiar twin double-diameter opposed piston compressor which some shameless Frog had flogged to the Royal Engineers for trials. You had to wind it up (I think) 42 times through a bicycle chain drive until it finally went bang and carried on running. Except that it didn't.

"Then I came across the Junkers Jumo and heard the unsubstantiated story of Harry Grylls of Rolls-Royce borrowing the Science Museum Type 204 for rather a long time and then producing the K60. He could have saved himself some trouble by going to Acton and borrowing the drawings, since Napier tried (and failed) to put it into production as the Culverin. I was told by an ex-Napier man that some of the problems with the rather splendid Deltic came about because they copied mistakes in the early Jumo which Junkers put right later. Parenthetically, I'm sure you know that Junkers-Flugmotoren made lots of different engines under the Jumo name, not just the opposed piston job which for some reason the Brits seem to think is the only Jumo.

"Interest was kept going by Leonard Setright's wonderful book *Some Unusual Engines*: my copy has the names of all the people

who came to the party accompanied by an engine and is signed off by LJKS 'Phons et Origo' which is neat if you like Latin puns. It sits on my shelves next to the much later SAE book by Pirault & Flint on opposed piston engines. Back to recent times, a couple of years ago that very exclusive organisation, the FV432 Owners Club, visited Prescott and rumbled cheerfully about.

"Which brings me back to the greatly missed John Weeks, a tremendous enthusiast for everything, brilliant VSCC navigator (quote, "I should be: it cost Her Majesty a bloody fortune to teach me"), Para colonel, lecturer at Shrivenham, much addicted to black powder (he lent me a delightful 14-bore cap-lock) and at one point responsible for a mixed bag of Mk1 FV432s with the B80 and Mk2s with the K60. He claimed that you needed both because the K60 could be a pig to start from cold, so you tow-started it with a B80. Unfortunately on the B80 version the starter motor was too close to various hot things so if you left it parked over a leisurely lunch you had to tow-start it with a K60. Presumably you checked with the enemy first to make sure they didn't mind. He rang me once, ages after I left the army, and said, "Doing anything tomorrow evening? Not really? At the Mess, Warminster 2100 hours" and put the phone down. Which is how I found myself in a FV432, in the middle of a crowded tank park, in the dark, with sod all to look at except an infra-red screen. So I cheerfully asked the sergeant where we were going and was told I was driving. Interesting, but not really an experiment I need to repeat. Apparently it was written off as not one of the better ideas since (1) you couldn't really see where you were going (2) it relied on a pair of damn great IR headlamps which would have attracted every heat-seeking missile in miles.

"Apparently the Ks are nice reliable lumps which isn't true for big brother L Series built by Leyland for the Chieftain. I am told that you can track a Chieftain troop across country by the plumes of oily smoke from blown up L60s. Incidentally, the tank had a rather sweet little all-alloy 3 opposed cylinder H30 APU built by Climax. It would seem that everybody liked it: I think I want one for a multi-fuel cycle-car."

The captions on Pages 15 and 16 refer to Mt Somers Station, which is wrong! Geoff Walls, in his account of the event, correctly calls the farm we visited on Martin Vincent's Homestead Run, Surrey Hills, but our caption writers goofed. Sorry.



John King's 1972 photograph of the ex-C.W.F. Hamilton Bentley, chassis HF3198, outside the VCC's Otago Branch clubrooms in Park St, Dunedin.

## Club Annual General Meeting 2013, Chateau Tongariro 6 April



Your reporter's first stay at Chateau Tongariro was almost exactly 38 years ago; Anzac Weekend in 1975 was a long weekend, and we travelled up from Wellington on Friday evening 22 April, then with Waikanae based friends from there the next day in our 1957 MG Magnette ZB through Wanganui and the Parapara Road. The Alexander cylinder head the car wore on that wretched BMC "B" series engine produced pinking unless one made careful use of the accelerator, but once up on the Volcanic Plateau the car ran much more happily, and despite deteriorating weather we were all determined to enjoy our bush walk that afternoon. At first we avoided the puddles on the track, but they soon covered the whole surface, and we trudged ever onwards in the knowledge that there was warm and dry accommodation at the Chateau, not to mention a good dinner. In 1975 the hotel had not yet had a makeover, so that rooms such as ours on the top floor shared bathrooms, but one could swim in those bath-tubs, our soggy clothing was consigned to the drying room, and the wine list accompanying our food choice, rack of lamb, ensured a memorable stay. Our son was born four months after that, and we like to think that his first stay at Chateau Tongariro contributed to his future health.

With memories of that and other visits there with friends and clubs, Lois Hadfield's inspired idea of Chateau Tongariro as the venue for our 2013 Annual General Meeting meant that it was eagerly anticipated. We didn't ever manage to make a credible count of attendees, but there must have been almost fifty of us. Sadly, Naomi Neill heard while she and Dick were travelling from Gisborne that her father was dying, so they were not present, but were able to be with Naomi's father at the end.

Last year our Past Chairman and your reporter accompanied Glynn Williams in his Mark VI "big bore, small boot" B29NY which ran beautifully until it was overcome by overheating problems, which ensured that the journey from Turangi to Feilding was made by rental car. Many hours of effort have since been spent on the car, which really had not run satisfactorily until the week before our foray from Auckland to this year's AGM, so it was with some trepidation that the same crew as last year, but now including a fourth member, Max Morris, packed luggage and selves into B29NY. In 1952 the "not wanted on voyage" luggage was intended to be sent ahead by train, but avoidance of cases with corners meant that raiment including tuxedos fitted aboard, and in fine weather we set sail in remarkably traffic free conditions along pleasant off-main-highway roads to our first coffee stop at Ngahinapouri. Excellent...

Several other calls to friends along the way meant that the afternoon was well advanced when we arrived at Chateau Tongariro,

and it was time to meet friends old and new over a pre-dinner drink in that hospitable ground floor lounge.

Saturday was free until the Concours d' Elegance in the afternoon, and a comfortable trip with Lois Hadfield driving the Arnage to the Top of the Bruce reminded your reporter of another memorable ride on that road with Jim Sawers in his R Type Continental during a Bentley rally some years ago. The altimeter on the Continental's instrument panel agreed with the posted altitude, as Jim had set the QNH pressure recorded at The Chateau. This time, after enough of a climb to give an appreciation of the unforgiving terrain ideally covered by snow during the skiing season, the coffee at our highest café rapidly achieved optimum drinking temperature.

The marking system adopted for our Concours awarded marks for Exterior (bodywork, fittings, and authenticity), Interior (upholstery, fittings, and authenticity) and Mechanical (engine bay, underside, and authenticity) each out of 60, for a possible total of 180. Three of us easily achieved consensus, possibly assisted in our decisions by the very keen wind blowing, and the warm room provided by the Chateau for our Annual General Meeting at 4 p.m. was welcome, as was the close proximity of the other 34 or so of us who filled the room.

The Chateau had organised a cabaret around the dinner, with this



Without even having to leave the comfort of the hotel, here is a sunset view of Mt Ngauruhoe.

being held in the downstairs lounge/ballroom, rather than in the adjoining dining room, so we elected to award our trophies during the privacy of our AGM. This meant of course that our target time of 8 minutes was not achieved, but the finishing time of 4:40 still left us plenty of time to relax and prepare for our evening.



Norma Eilenberg awarding trophies to (above) Winsbury White, and (below) Bob Coughlan.



(Clockwise from above) Lois and Richard Hadfield's Mark VI Park Ward Drop-head Coupé B119NY wasn't ready for this trip, so they brought their Arnage instead, but this is too nice an image to not print. Sue Jackson and Dan Young were unable to be present, but they took this photograph of their recently acquired Arnage CH04053 on their way home from its purchase. The Chateau Tongariro makes a great background for our cars' posteriors during the Concours judging.

Trophies were awarded as follows:

**The Sir Walter Norwood Trophy** for the best car of all: Winsbury White, Rolls-Royce Silver Spur II.

**Best Bentley** (the plaque originally presented by Merv Warner) Peter Morelli, 1931 8 litre, chassis YX5114

**Best Rolls-Royce** after the best car of all (the plaque originally presented by Malcolm Graham) Bob Coughlan, 1975 Silver Shadow long wheelbase, chassis LRH35474

Reports had been circulated, and approved. Minutes of the AGM are posted on the Club's web site, in the "Members Only" section, and reflect the happy state of our small club. All members of the Club's National Executive stood for re-election, with the exception of our Events Co-ordinator, and that role will be undertaken by Vicki Newbegin, assisted by her husband Oliver.

The cabaret evening attracted a large audience, who came from goodness knows where to join us and wholeheartedly participate in an event inspired by the Rat Pack, members of which it may be remembered drove suitably flamboyant Chrysler Ghias. The impersonators of Messrs Sinatra, Davis and Martin performed well, with the usual extreme level of amplification which plagues those of us who enjoy acoustic music. "My Way" was performed, but not "One For My Baby (and One More For the Road)" wasn't...

Thanks to Lois Hadfield for organising such a pleasant weekend at this great hotel, and thanks to so many of our Club members who attended.



This picture of John Chatterley and Lois Hadfield at dinner sums up the fun of the AGM Weekend.



## The 2014 Annual General Meeting



*This is the view of Akaroa Harbour which greets the viewer from Hilltop on an autumn morning.*

The Southern Region has volunteered to organise the 2014 Annual General Meeting Weekend, timed to coincide with the long weekend which Anzac Day on Friday will bestow. Preliminary work has established the venue as Akaroa, the picturesque small town and former French colony about an hour's drive from

Christchurch. That proximity will enable a shuttle service in local members' cars to visitors from other Regions who are not bringing their cars. Alternatively, this would be a good time for members of other Regions to start organising a South Island Tour to coincide with 25 to 27 April 2014.

## Northern Region Autumn Outing - Report and Photographs by Peter Morelli



*Jan Cleave and Carol Cresswell on Mt Victoria, with Carol's and Don's 20 h.p. GA69 and Peter and Mary Morelli's 8 litre Bentley YX5114.*

The day began with a gathering on the top of Mount Victoria. Initially the steep drive to the summit appeared rather narrow and daunting, especially for the Bentley's 12 foot wheelbase, but it proved much easier than anticipated with only one three-point turn required. Early arrivals Don and Carol Cresswell; Bob and Jan Cleave; and Peter and Mary Morelli were soon joined by other enthusiastic souls who had braved the steep and twisty route to the summit. The reward was spectacular 360° views over Auckland and the Hauraki Gulf.

Next was a visit to the Royal New Zealand Naval Museum. Being a Sunday, this facility was already quite busy, many patrons taking advantage of the little coffee shop. The museum has an excellent display, entry is free, and is well worth a visit.

The Platter Restaurant on Devonport's King Edward Parade provided the final stop on what was a cheerful and bubbly Northern Region outing, living up to expectations with good food and friendly staff. The weather played along too – a bonus for us open toppers! There, we were joined by Rob and Michelle Carthew, a most pleasant surprise.

Thanks to Berwick Taylor and Dawn Harris for organising the run, and thanks too to all who turned out and helped to make it a

most enjoyable outing. A special mention and welcome to Don and Carol Cresswell. We look forward to seeing more of you in the future.



*A happy group of chatterers and menu perusers at Platter Restaurant, Devonport.*

## Bentley Drivers Club in Hawkes Bay - Report and Photos by Peter Dunkerley



Art Deco in Hawkes Bay has done much for the region. The distinctive architecture has been the focus of a tourist development which is the envy of many other areas. It is unique, and cannot be copied. It has caught the imagination of the rest of the country and the rest of the world. The Vintage Car fraternity has supported the initiative, and provides the nucleus of the vast number of cars in the parade. There was a time, not many years ago, when only the extroverts dressed up for the events, but today you are the exception if you have not made an effort. All our wardrobes have grown to accommodate jackets, trousers, and hats for the occasion, and the ladies have embraced the dress styles and jewellery. Even flying helmets and bomber jackets, defying the 30 degree temperatures, are worn by dedicated followers of fashion.

This year was highlighted by the arrival of the Bentley Drivers Club Tour, and twenty-five "W.O." Bentleys were scheduled to arrive for the Saturday Parade to join the two local "W.O." Bentleys.

My "W.O." 4 ½ litre Bentley, chassis ST3015, is only a recent acquisition, and the challenges of learning to drive it and being sure that it would perform on the day meant that I was looking forward to the event with mixed feelings. There were, I think, 23 cars in the parade, and I am sure that all the spectators realised that you do not see that many cars in one place anywhere in there world very often, and certainly not in this country.

However there was a pleasant surprise in store. Joining the group of Bentley drivers was a unique experience; what a stimulating group of people and what wonderful company. We conquered the parade successfully, and the clutch made it, just! I believe that there was a bit of showing off by the more exuberant members of the group, but the show was spectacular and entertaining.



Somewhat impulsively I invited everyone to a barbecue on the Sunday night; I did ask my wife first, honestly, and there was a general acceptance, so Jane and I retired home to decide just how we were going to manage fifty to sixty people with one day's notice. Well you can see from the photo that Jane adds "hunter

gatherer" to her list of skills on her CV. Fortunately she and her son had been hunting a couple of weeks earlier and the freezers were full of venison.

An enjoyable evening was spent talking about cars, good food, great Hawkes Bay wine and the drought. The conversation was illuminating and the most perceptive question was "You do not have a 'W.O.' Bentley unless you have achieved success in life. Tell me your story." So the evening continued until the grand departure of the entourage to the sound of exhausts. The neighbours were impressed!



*Would you believe that this 6 ½ litre, chassis BA2585, is a Thrupp & Maberly Limousine?*

## Twenty Years After, by Stanley Sedgwick



*This article was published in the September 1952 issue of The Bentley Drivers Club Review, since which time another 60 years have passed. Stanley Sedgwick was at that time President of the Bentley Drivers Club, and the car he drove was the fourth Continental delivered, chassis BC4A, delivered to Briggs S. Cunningham in July 1952. His friend Bill Spear owned the third example, chassis BC3A. Sedgwick went on to long term ownership of "OLGA" the prototype Continental, chassis 9-B-VI, which was later given a "production" chassis number BC26A. He later facilitated the purchase of BC61C by Ian Maxwell-Stewart, seen here in Kelburn, Wellington, with the car. The later photographs were taken by John King at Greenhill, Hawkes Bay, during Jim Sawers' long term enjoyment of it.*

The motoring public were shaken more than somewhat in 1931 when a road test was published in a motoring weekly showing that a large saloon car had achieved 104 mph over a timed distance. The car was, of course, an 8-litre Bentley with a Mulliner saloon body. Unfortunately, further development was curtailed by the untimely demise of the manufacturing company.

In 1952 the Bentley wings once again grace the radiator of the world's fastest production saloon car – the lightweight Mulliner-bodied 4 ½-litre 6-cylinder Continental Bentley.

For the time being at any rate this model is to be produced in limited numbers exclusively for the export market and few, if

any, specimens will be seen on the roads of this country. It is a particularly fortunate coincidence that (Bentley Drivers) Club members Briggs Cunningham and Bill Spear arranged to take delivery of their Continentals in this country after participating in the race at Le Mans. Through the generosity of Briggs, who lent me his car for a couple of days bracketing the British Grand Prix at Silverstone, many enthusiasts were privileged to see this model, several to have a ride in it, and I to be "king for a day" whilst I enjoyed driving it over 300 unforgettable miles.

Few details of the mechanical or technical features of the Continental have yet "leaked out," but some observations may be made in this connection. The engine is basically that used in the current Mark VI Bentleys, but the compression has been raised to 7.4 to 1 and the exhaust system redesigned – one tail-pipe only is used. A close-ratio gear box is fitted and the two cars I drove had a rear axle ratio of 3.07 to 1 which gave instrument readings of 28 m.p.h. at 1,000 r.p.m. The red sector on the tachometer commences at 4,250 r.p.m.

The body is very pleasing to the eye and that it is functional is evidenced by the absence of deceleration when the foot is taken off the throttle. The front seats are adjustable so that any driver is able to obtain an excellent view of the road both near and far. The back seat gives an extremely comfortable ride and the leg room is adequate unless the front seat passengers have very long legs, but tall-bodied people would find their heads too near the roof for comfort on a long journey. The coachwork gives the impression of being substantially built and it was with some surprise that I learnt that the car is nearly 5 cwt lighter than the Standard Steel Saloon - 33¼ cwt or thereabouts. The dashboard is an example of real craftsmanship and, in addition to the customary Mark VI instruments and controls, incorporates an oil temperature gauge and a rev-counter. The absence of a radiator cap – real or dummy – is an innovation, and it is a matter of personal opinion whether or not it is a change for the better.

Briggs' car had covered nearly 3,000 miles, half of which was over the same terrain as the Alpine Rally competitors, and I was pleased to note that the body was without squeaks, rattles or other

noises, and that the engine was as quiet and smooth as could be. The brakes showed no signs of fade or maladjustment.

To drive this car was to experience motoring which was out of this world. Perhaps the most impressive feature of the car is its ability to achieve and maintain high speeds with silence and apparent ease. The gears are so quiet as to deceive the driver at times and it is very difficult, indeed, for passengers to state which gear is engaged at any time. Without exceeding the safe revs the car did 80 m.p.h. in 2<sup>nd</sup> gear. In 3<sup>rd</sup> and top, 95 and 112 m.p.h. respectively were reached before traffic conditions prevented any further excursions into high speed. There were four passengers in the car when the above speeds were reached. The speeds in 3<sup>rd</sup> and top gears were by no means the maximum possible.

The brakes were up to the standard which one would expect Bentleys to fit on a car with this performance. I did not execute a series of 90 m.p.h. stops, but at no time was there any sign of fade. They were, in fact, dangerously good. Their effectiveness demands that they be applied with discretion if the less adequately equipped traffic behind is to be saved from collision. I was shaken into this realisation when on one occasion I braked quite normally for the car only to find a motor cyclist with a pillion-passenger, whom I had just passed, overtaking me on the inside with brakes hard on!

The high axle ratio was noticeable when moving off and when manoeuvring in traffic, and some might prefer a slightly lower overall ratio. Personally, I liked the high ratio (shades of the 3.3 on my 4½), and found the performance on the gears at the top end amply compensated for a little extra gear-changing when driving slowly. The acceleration from standstill to about 40 m.p.h. was not electrifying, but thereafter the continual gathering of speed, whether in 2<sup>nd</sup>, 3<sup>rd</sup> or top, was highly satisfying.

The 18-gallon tank was practically full of high-octane fuel when I took over the car and it did not run dry until 326 miles had been covered. The petrol consumption of 18 m.p.g. including, as it did, quite a deal of rapid motoring, was very creditable and was a little better than that normally found on the "ordinary" Bentley of today.

The suspension could be stiffer at the front, but I found the back end very satisfactory, albeit the ride control was nearly always on "Hard".

The tyres were almost half-worn on Briggs' car, but Bill Spear, who admitted to having driven his car faster on the open road and more enterprisingly in the mountains, was not surprised to find that he had worn out his rear covers in 3,000 miles in 10 days.

Altogether the Continental Bentley combined most of the qualities which one hears enthusiasts specifying as essential to the ideal car, and I have yet to experience any motoring which approaches the enjoyment I derived from driving this car. One drives in arm-

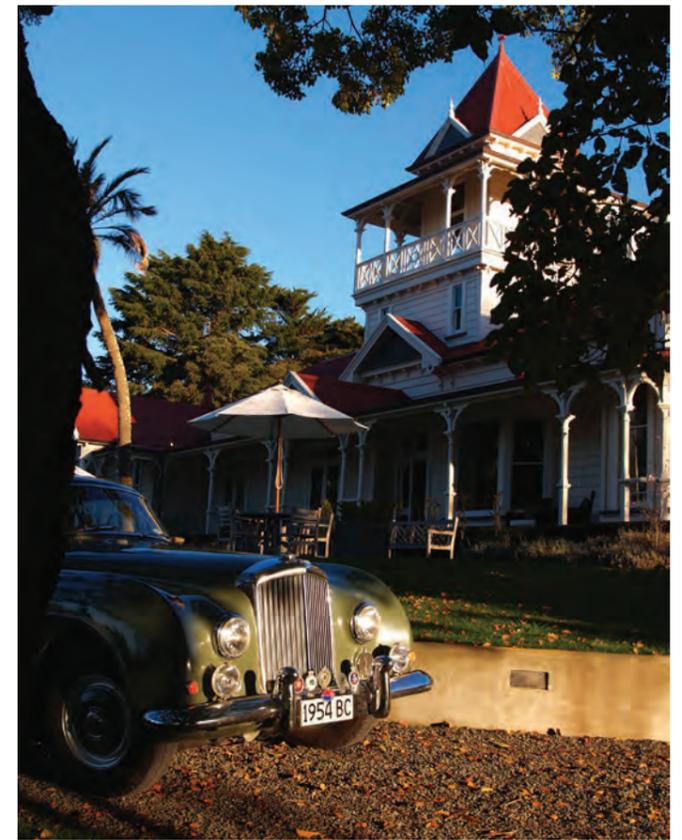
## 1142 by Les Jones with comments from Roy Tilley and Tom Clarke

*Roy Tilley advises: Les Jones, who wrote the following article, was our Treasurer in the 1980s, and he and his father, Herb, operated H. J. Jones & Son, the long-established Masterton Garage. Les was the father of Alan Jones, who was also a member until recently. They were also owners of B101LH, the car that Rob Carthew now owns.*

B.A. Peat (1880-1939) was sent out to Australia by Rolls-Royce in 1914, and his career there is well covered in Tom Clarke's and David Neely's *Rolls-Royce and Bentley in the Sunburnt Country* (The Sir Henry Royce Foundation, Australia, 1999). Tom and David refer to his "authoritative" manner, but his influence was important, and his hiring of Bert Ward and Alf Appleby ensured the maintenance of Rolls-Royce's prestige in Australia until today. Bert Ward remembered Peat as "demanding but inspirational." His voyage to Australia was under way just as The Great War started, and it is surprising that so much motoring activity was still under way in Australia and New Zealand, with Peat's visit here happening during the War. Peat elected not to return to Britain, but did so at the end of his life, which was curtailed by problems associated with alcohol.

*Tom Clarke adds: I had not seen that later photograph of 1142 before, the one showing it still with the original body but now in black and with wheel discs added. The other changes since new were replacement mudguards and Rushmore headlamps.*

*The story of the engine repair in N.Z., and B. A. Peat's perceived incompetence, is in Ian Irwin's Silver Ghost book, and in Rolls-Royce and Bentley in the Sunburnt Country, but first appears in Pam MacLean's and Brian Joyce's The Veteran Years of New Zealand Motoring (A.H. & A.W. Reed,*



chair comfort with feather-light controls and proceeds in an absence of mechanical, wind and tyre noise which is rarely, if ever, surpassed. The car responds to enthusiastic driving, and the ease with which it performs makes driving a tireless pleasure. It is a product of which the British motor industry can be justly proud, and it will be an excellent ambassador of this country wherever it goes. All members will look forward to reading the detailed road test reports of this model in the motoring weeklies.

Although the need for premium fuel precludes the general use of these cars in this country at the present time, it is to be hoped that the manufacturers will not for ever deprive willing purchasers at home of the delights of this high performance model.

What price three for Le Mans next year – with 8-cylinder engines!

*Wellington, 1971) which also talks about the 4-cyl Rolls-Royce.*

*It is known (thought?) that 1142 ended up in Australia again and that's why David Neely and I have this text in the evolving Rolls-Royce and Bentley in the Sunburnt Country Supplement:*

*The Daily Telegraph for 16 October 1926 p.1 reported that the agent and dealer Boyd Edkins (d.1930) lost about 42 cars in a fire at his premises in Wentworth Ave., Sydney. As he did not sell new Rolls-Royces it must be assumed that the few Rolls-Royce losses referred to were second-hand cars. No chassis numbers can be confirmed. Nevertheless, early cars up to the mid 1920s whose history is abbreviated could have been victims. 60764 and 1142 remain possibilities.*

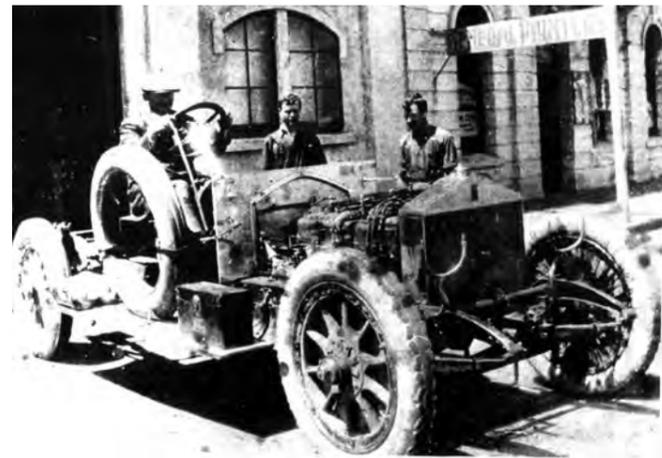
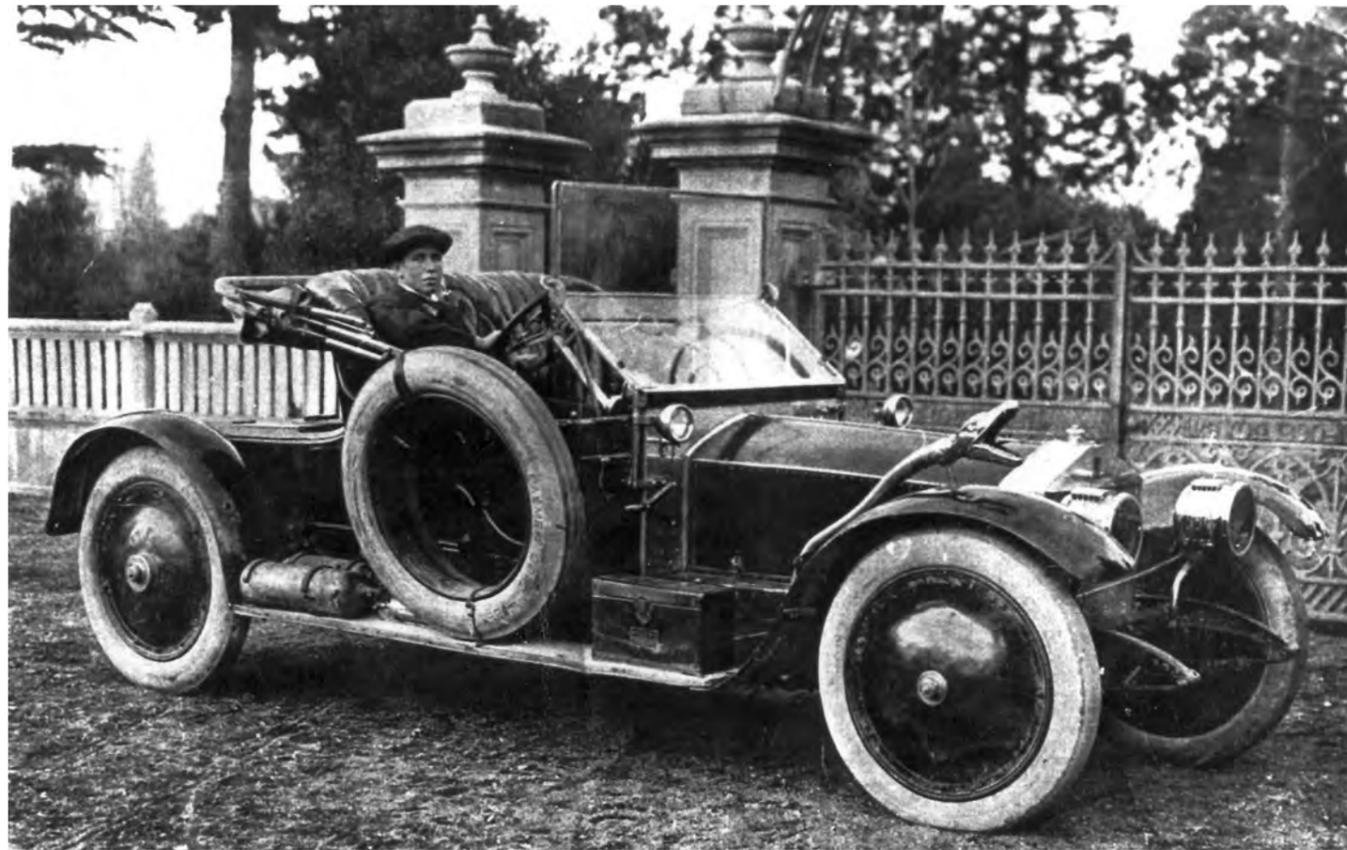
*Other than that, not much more has emerged about 1142. Clearly it wasn't in N.Z. for long.*

Les Jones's article, reprinted from our Magazine of September 1981:

Probably the earliest Rolls-Royce owner in the Wairarapa was a wealthy sheep farmer named Rupert Morrison, of Blairlogie, on the road to Castlepoint.

The year would be 1917, and the Rolls-Royce, a 1914 (actually 1909, chassis 1142 - Ed.) two-seater roadster 40/50 hp was purchased used in Sydney. Rupert Morrison had several cars at the one time; the Rolls-Royce, a Buick Six, Dodge Four, Daimler, Morris (2<sup>nd</sup> model) and an Australian assembled car called a Cooe (not mentioned in Georgano - Ed.)

Rolls-Royce sent a man out from Britain to Sydney to supervise the overhaul of several Rolls-Royce cars there, and at the same time



(Top) Rupert Morrison and 1142 at the gates of Masterton Gardens. (Above) 1142 as completed by Barker & Co. (Right) It is tempting to think that this photograph was taken at the time of the overhauling in Masterton, supervised by B.A. Peat, but Roy Tilley, who supplied these images, cannot confirm this.

approached the few Rolls-Royce owners in New Zealand with the same idea in mind, while the expert was “down under.”

Rupert Morrison accepted the proposition, and H.J. Jones and Company were to have the body off and the chassis out at Blairlogie when the expert arrived. H.J. Jones and Co were to supply a mechanic to live out at Blairlogie for the duration of the job, five or so weeks. The expert’s name was Peat, a really dapper “Pommie” who carried a little cane, wore spats, and would come down from the house about 9 a.m., a mass of hair oil and scent.

Naturally, the N.Z. born mechanic did not like him, but for all that he did know his Rolls-Royces. He had cases of spares, including a full set of main springs. The mechanic had to remove every part from the chassis, including the motor, and strip everything.

Two men off the sheep station washed the parts, and assisted as general labourers. The Rolls-Royce expert didn’t work; he supervised the mechanic (Clarry Hill) who did all the mechanical work. The only job he did himself was the filing of the main bearing caps and scraping, as he was sure the N.Z. trained mechanic couldn’t file and scrape as well as he.

After working weeks on the overhauling, it was completed and ready to start up, so the engine was cranked and away it went, and out came the oil in gallons. It came out in front of the block, between the two blocks, and at the back of the rear block.

The engine then had to be dismantled, the bearing caps re-filed square, and then hours of scraping on the bottom halves, as no shims were allowed. The mechanic was allowed to do them the second time.

This particular car, whilst in the ownership of Rupert Morrison, held the record between Masterton and Wellington over the Rimutakas, with a reputed time of 1 hour 37 minutes, on the metal roads of the day.

The owner died during the influenza epidemic of 1918/19, and the car was shipped to Australia and sold in Sydney. Many have been the enquiries over past years about this car.

There are many stories concerning this car and its owner, such as: When the owner left his home to come to town (Masterton) the neighbours would ‘phone around and tell the other neighbours that Mr Morrison had gone to town in his Rolls-Royce and it would be best, in the interests of safety, to stay home.

Another story is that, in a hurry he, on occasions, drove the Rolls-Royce through farm gates, without bothering to open them. One day when travelling at speed over a badly pot-holed road, the chauffeur, a passenger, was thrown out over the back, the hood being down, onto the road.

When coming into town one day with the Rolls-Royce, and H.J. Jones and Co’s mechanic driving one of his other cars, a collision occurred with the car and an Indian motor-cycle. The Indian was a write-off, and the owner, a Maori, was bemoaning his bad luck, as he had only just bought it. Rupert Morrison said, so history says, “Don’t worry, come straight in to the motor-cycle shop, and I will buy you another one.”

## Company News - Images Courtesy of Rolls-Royce Motors

Just one year after opening the Rolls-Royce Motor Cars, Auckland showroom, the dealership has received three awards, at a ceremony held in Hong Kong. These were for the high proportion of clients who specified the “Bespoke” possibilities, Parts, and After-Sales Incentive.

Neil D’Arcy-Brain, the Brand Manager, said, “To have amassed three awards in our first year of operation makes me very proud of our team. I must pay particular attention to the two awards achieved in After-sales and presented to our Workshop Manager, Des Parsons. Our After-sales Team excelled itself by exceeding their targets by more than 200%.”

George Rowlands, the Asia Pacific After-Sales Manager, Rolls-Royce Motor Cars, said, “Des and the team have completely exceeded their targets for the year, which is why their efforts shone through against the competing dealerships. Their standards are impeccable, and a perfect representation of a Rolls-Royce after-sales facility. We have a duty of care for not only the commissioning of each and every vehicle produced at Goodwood, but the after care for each model once it’s delivered to its customer. It’s a pleasure to be able to recognise the Auckland team’s efforts in upholding the standards required of a Rolls-Royce facility, and they leave me in no doubt of their exemplary abilities.”

(Right) From left, Bob McMillan, Des Parsons, and Neil D’Arcy-Brain with their awards.

(Below) The Rolls-Royce Team; drivers Hives, Platford and Sinclair, about to depart from the Rolls-Royce showrooms, 15 Conduit St, London.



Rolls-Royce Motors are producing a limited number of Alpine Centenary Ghosts to commemorate James Radley’s achievement. The colour replicates the finish on his car, chassis 2260E, and some of the detail is shown here.



## The 1913 Alpine Trial Commemoration

In July this year two events will celebrate the centenary of the 1913 Alpine Trial; one, organised by the Silver Ghost Register of the R-REC, will have three New Zealand 40/50 h.p. cars; John and Cynthia Chamberlain in the 1915 tourer, chassis 7BD; Andrew Fox and his partner, Kath, in the 1922 tourer, chassis 47YG; and Bruce and Philomena McIlroy in the 1922 tourer, chassis 60ZG. As this is written, the cars in their containers are passing through the Suez Canal.

Expatriate New Zealander, John L. Kennedy, will drive James Radley's 1913 Alpine Trial winner, chassis 2260E, and a Rolls-Royce Motor Cars Works Team will participate in the rally in a 2013 Alpine Trial Centenary Collection Ghost. The 20-Ghost Club's re-enactment will start in Vienna on 14 June 2013, and about 40 Silver Ghosts will travel through Austria, Slovenia, Italy and Croatia, before returning to Vienna on 29 June.

Both events will link up at the Riva del Garda, Italy, where about 100 Rolls-Royce Silver Ghosts will meet, for perhaps the largest gathering of its kind in history.

Here is the Rolls-Royce Enthusiasts' Club Silver Ghost Register's itinerary, so that we can follow their progress:

Wednesday 19 June: Arrive St Moritz, Switzerland

Thursday 20 June: Free day St Moritz, formal reception and dinner in evening

Friday 21 June: Drive to Riva Del Garda, Italy (134 miles). Joint dinner with 20-Ghost Club

Saturday 22 June: Free day Lake Garda, Gala Dinner in evening

Sunday 23 June: Riva to Canazei (134 miles)

Monday 24 June: Canazei to Velden, Austria (163 miles)

Tuesday 25 June: Slovenian Tour (176 miles) returning to Velden

Wednesday 26 June: Velden to Graz (121 miles)

Thursday 27 June: Graz to Baden, near Vienna (101 miles)

Friday 28 June: Free day Baden

Saturday 29 June: Baden to Anif, near Salzburg (209 miles including 130 miles on Autobahn)

Sunday 30 June: Free day Anif/Salzburg

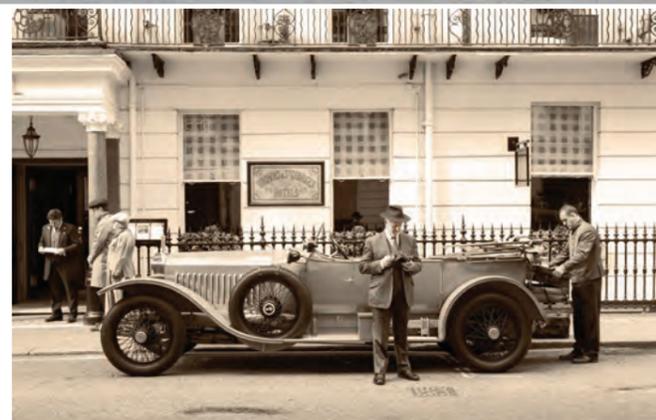
Monday 1 July: Anif to Toblach/Dobbiaco (170 miles)

Tuesday 2 July: Toblach to Meran (178 miles with an early start recommended)

Wednesday 3 July: Meran to St Moritz (105 miles) through the Stelvio Pass or an alternative

Thursday 4 July: Free day St Moritz with a Gala Dinner

Friday 5 July: Bon Voyage!



Rolls-Royce Motor Cars' images of the re-creation of James Radley outside Browns Hotel, London, in May 1913. John L. Kennedy in the right photograph is wearing his "Radley" hat. Radley in 2250E was a private entrant.



(Clockwise from top) Bruce McIlroy's photograph of Light Twenty 26350 and 2250E; Barrie Gillings's photograph of James Radley driving AX201 for the 50<sup>th</sup> Anniversary celebration in 1957; RREC Christmas Card image of the 1907 "Cat & Fiddle" re-enactment, with Radley in AX201, Adrian Garrett and Barrie Gillings in 60588, James Smith in 60577, and Jack Barclay in 1278; the original 1907 "Cat & Fiddle" on the first day of the non-stop run London to Glasgow, Claude Johnson driving AX201, C.S. Rolls driving AX205, Harry Swindley in AX192 and Rolls-Royce test drivers in NMR8, 21 June 1907; showing the "water tower" on 2250E.



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Although this is a slightly later image than the 1913 photographs, it is a marvellous evocation of a vanished age. On Page 12 we have a series of images taken in May 1913, and May 2013. James Radley was about to set off from Brown's Hotel in London's Mayfair for the 1913 Alpine Trial. A century later, the same Rolls-Royce Silver Ghost which this pioneer motorist, aviator and adventurer drove, has returned to Brown's Hotel, ready to depart for a re-enactment of the event. Radley's account of his departure in 1913 reflects the spirit of those early days of motoring: "We must have a bottle to christen her. Here, John, just fetch a bottle of "The Widow", will you?" And there outside Brown's the car was duly christened, and a glass of champagne was poured into my radiator." Who was John? Well, one hundred years later, we have a very enthusiastic expatriate New Zealander, John L. Kennedy, presumably doing the honours with a bottle of Veuve Clicquot. Here's to all who sail in her.

## The Longest Wait, or How Long Should a Ghost Delivery Take?

By Tom C. Clarke © 2012

*This article appeared in the March/April 2013 issue of The Flying Lady, and is reprinted with the approval of Sabu Advani, its Editor, and Tom Clarke, to both of whom we are grateful.*

In the aftermath of the Great War (as the First World War of 1914–18 was referred to at the time) the social landscape of Britain had changed radically. The country was exhausted and economically reduced, with almost one million killed in the war. Returning servicemen arrived home, often suffering from battle shock or disabled, to face poor employment prospects. Gradual recovery saw the dominance of the great landed families reduced, and fewer people going into domestic service. Preference for jobs frequently went to returned servicemen. In 1918 the vote was given to women. When the economy improved, the size of the middle class greatly increased.

It was from the affluent upper middle class that B. Frank Byrom, owner of the "Clarence" cotton mill at Stalybridge in Cheshire came, and in early 1919 he resolved to give his demobilised son, Robert, a worthy present for his part in the war—a new Rolls-Royce.

But first the 24-year-old Robert Hunter Byrom had to recover from his war wounds. Byrom Sr. handled the early stages of the purchase until his son could get involved. Robert Byrom was born at Cheadle Hulme in Cheshire on April 9, 1896. The family home would soon be "Kingston," a large house in Meols Drive, Hoylake. This is a well-to-do town on the coast of the Wirral, that large peninsula below Liverpool in the northwest of England.

Robert Byrom's army service was not exceptional but he did manage to transfer to the new Royal Air Force in July 1918. If his father had known how long his generous present was going to take to arrive he might have chosen something else! Their bulging correspondence with Rolls-Royce (many of the Company's letters being on handmade deckle-edge paper) and the coachbuilder Barker survives to make for epic reading.

24 February 1919: The order is placed with Rolls-Royce and a deposit paid. Byrom is initially allocated chassis 65UE diverted from the Liverpool agent, Watson & Co. Byrom requests a Barker cabriolet. The order is placed with Rolls-Royce and a deposit paid, on 29 May 1919, and after a discussion about the specification, Rolls-Royce accepts the order with the car to be ready in the last week of June 1920. Byrom's name gets misspelled; not a good start. 4 June 1919 is regarded by Rolls-Royce as the actual date of the sale, so over three months have been lost already.

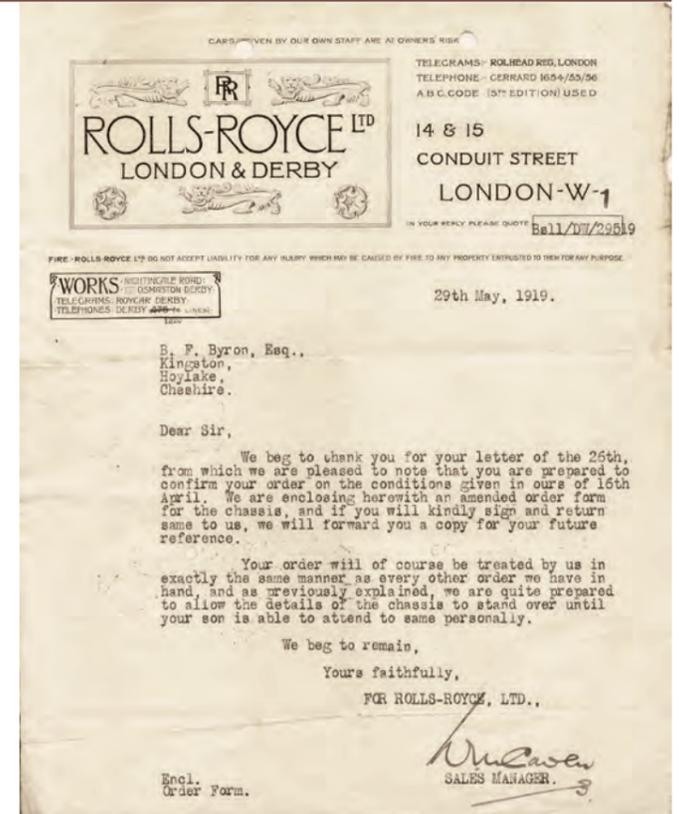
6 May 1920: Barker begins to discuss detail with Byrom, especially for the cream paint to be used. A Brooks trunk is planned, and Byrom does not want it fouling the top when down. The design sent to him for his enclosed drive cabriolet body is no. 3943 and includes Spinney ventilators on the scuttle top.

11 May 1920: Rolls-Royce note further delays to chassis delivery. Promised for late June 1920, it is now delayed to the end of October—"labour troubles" are blamed. Coachbuilders and manufacturers see much unrest in this period of high inflation.

1 May to 12 June 1920: Byrom uses up his spare time to attend the Rolls-Royce School of Instruction because, he writes, "gear changing on your new 4-speed chassis was my chief reason for taking the course." The head of the school at this time was Colonel Harker. The Derby factory has only two cars for the school, one for driving and one for study in the classroom, so some of those enrolled miss out on road driving instruction when the main car needs axle repairs during Byrom's attendance. Pressure on chassis production means the Company cannot take a car off the line just for the school. When Byrom writes to complain, Rolls-Royce reply at the end of June offering "to lend you one of our men, at our expense, to instruct you in gear-changing until you are proficient, which we contemplate, with your experience, is only likely to be for a few hours, or at the most, a day. . . ." Byrom writes an effusive letter of acceptance.

2 July 1920: Byrom orders a Boulton & Paul no. B.5 motor house, only 12' x 8' so perhaps not really intended for a car, but instead as his workshop.

14 July 1920: Rolls-Royce ask Byrom for more choices about details in his chassis. At this stage his allocated chassis is still 65UE (which survives in Australia with its original Cunard body modified). He asks for C type steering, scuttle sidelamps, and extra wheel rims for the Warland detachable rims on Dunlop wheels. 16 July 1920, Byrom writes to Barker to say the cream paint sam-



The letter from Rolls-Royce Ltd. of 29 May 1919 confirming the order, signed by William Cowen

ples are not quite what he wants. He therefore obtains from the Grosvenor Motor Co. of Chester a sample to his choice, and then asks Barker to match it and send both samples back to him as proof they have done so!

24 July 1920: Byrom takes delivery of a new 25 hp Vauxhall "Warwick" landaulette, registered XD4407, from the London agents Car Mart. This car fills the gap whilst his long wait for the Silver Ghost continues. 30 July 1920: Rolls-Royce ask Byrom to consider not having Warland rims (which raise the unsprung weight of the car, add more parts needing adjustment, cost £40, and could cause a delay in completing the chassis) but Byrom is unmoved.

9 September 1920: Byrom inevitably has to have his Brooks spare wheel wrapper exchanged for one to fit his choice of 895 x 150 tyres!

10 September 1920: bad news from the local agents, W. Watson & Co. of Liverpool, from whom the chassis has been diverted in the first place. They say Rolls-Royce has received an order from the government for 100 chassis for use as military vehicles in Iraq (sound familiar?) and Mesopotamia. As part of the Sykes-Picot agreement after the First World War these former Middle Eastern lands of the Ottoman Empire are divided between France and Britain. Rolls-Royce appeals to its customers' patriotism to allow their own orders to be pushed back. Byrom is not pleased and asks Watson's to ensure that any extra costs arising from the delays to the chassis and body are borne by the government. Rolls-Royce cannot accept this stipulation and on 6 October assure him that his chassis itself will not increase in price beyond the £1,850 as already agreed. Byrom asks for more dates for the completion of his current chassis order if he agrees to these further delays. He is told on 11 October that his chassis will be ready by the end of November, plus another two and half weeks to account for the government order.

9 August 1920: Byrom orders from the saddle and accessories maker J. B. Brooks & Co. Ltd. a spare wheel wrapper for 895 x 135 size tyres even though his car will have the 895 x 150 size. 18 August 1920: Byrom and Barker exchange plans for his Brooks trunk, needing 19 and not 17" clearance for the hood when down. Byrom wants to use the trunk immediately on his new Vauxhall landaulette. The trunk is made and delivered by 2 September.

CUSTOMERS' CARS ARE ONLY DRIVEN BY OUR STAFF AT CUSTOMERS' OWN RISK. TELEGRAMS: "BERLIET" LIVERPOOL. TELEPHONE: (4866 & 4867 ROYAL. (1347 ROYAL. W. WATSON & CO. AUTOMOBILES. Renshaw Street, Liverpool. September 10th 1920. R.H. Byrom, Esq., Kingston, HOYLAKE. Dear Sir, At the request of the Rolls-Royce Company we are sending you letter received from them this morning, and shall be glad to hear if you are willing for your chassis to be utilised if necessary for the Government. If so will you please send us enclosed telegram, also letter of confirmation, and oblige, Yours faithfully, W. Watson & Co. Enclos. (4).

Bad news on 10 September 1920 with this letter from the agent W. Watson of Liverpool conveying the request from Rolls-Royce for a delay in delivery.

**ROLLS-ROYCE**

**War Office Statement**

"The purchase (of Rolls-Royce Armoured Cars) is necessitated by circumstances in Mesopotamia, where through age and heavy wear and tear our armoured cars are being rapidly worn out. The existing cars there require immediate replacement, and as the ROLLS-ROYCE chassis is of a type which experience has shown can carry the necessary weight of armour and give satisfaction in all circumstances of climate and terrain, it was necessary to make urgent arrangements to supply replacement of chassis.

"In view of the protection in Mesopotamia of our detachments and women and children, it is thought that prospective buyers of ROLLS-ROYCE cars will not object to a very short postponement of delivery in order to promote the safety of those mentioned above."

**The World's Best Car**

ROLLS-ROYCE, Ltd., 15, Conduit St., London, W.1. Telegrams: Rollhead, Reg. London. Phone Gerrard 1654 (3 lines).

A Rolls-Royce Limited advertisement on 23 November 1920 explaining the War Office armoured car order

October 1920: Byrom prepares supplies for his new Vauxhall, 70 gallons of fuel in 2-gallon tins, presumably kept in his new motor house. He also renews his Automobile Association membership for roadside assistance. 25 October 1920: with rising inflation Barker advises that the cost of the body has to rise steeply, by £218.12s.0d to £1,000. On the next day, 26 October, Byrom is advised by Barker that the new chassis allocated to him is now 73YE, but the chassis print that comes with it shows some changes affecting his earlier drawing agreed with Barker. A new drawing is issued, no. 6060. This period signals the "bust" after the postwar "boom."

ROLLS-ROYCE LTD. 14-15 CONDUIT STREET LONDON-W1. C14/C61020 6th October 1920. R.H. Byrom, Esq., Kingston, HOYLAKE, Cheshire. Dear Sir, With reference to your letter of the 27th ult. wherein you confirm the telegram you sent to Messrs. Watson, we note you make a proviso that any extra cost for the chassis or body, caused by the delay, or otherwise, should be covered by the Government, and that this agreement may be had in writing. We very much regret we are unable to accept this stipulation, as, of course, it is impossible for us to obtain this from the Government. The only matter in which we can be concerned is in regard to the chassis, and as we have already undertaken to deliver the chassis at the fixed price of £1850, this would not in any case be increased. Beyond this we regret we are unable to go, and we trust that you will find this will be satisfactory to you. If, however, you still disagree, then we must so arrange matters that your chassis is not affected in delivery. Perhaps you will kindly favour us with your definite instructions. We beg to remain, dear Sir, Yours faithfully, J. H. Cowen, Sales Manager.

The response from Rolls-Royce Ltd. to Byrom's request for the government to bear the cost of any price rises caused by the delay in the chassis.

7 November 1920: At last Byrom receives a letter from Rolls-Royce that his chassis, 73YE, is ready for delivery to the coachbuilder. However, Byrom has never wanted December as a delivery date (perhaps because he wants to test it himself) and suggests early 1921. Byrom falls ill around this time and his father now handles contacts with Rolls-Royce and Barker for a period. Byrom Sr. writes to Barker on 25 November accepting the price increase but noting his son's request that Barker "meet him" in the extras (at no extra cost that is): interior and dash lighting, and "special seats as King of Rumania" car. In addition, other changes his son now wants are more graceful front fenders, no scuttle ventilators, and the colour to change from cream to blue! Who'd be a coachbuilder? But Barker presses him to have additional "GJ" ventilators in the scuttle sides because the front of the car will get hot.

26 November 1920: Barker replies the day after receiving Byrom's letter. They explain that labour is scarce, especially amongst skilled craftsmen, and thus they have the leverage to obtain increased pay. The coach-building workforce nationally goes on strike for six weeks to add to the difficulties. Barker is the last company to cave in to union demands but the resulting downturn in trade shows workers that they cannot make demands indefinitely. Barker agrees to give Byrom his lighting and seats at no extra cost.

29 November 1920: the final bill arrives from Rolls-Royce: £1,850 plus £69.18s.6d for tires and Warland rims. 30 November 1920: Byrom Sr. writes to Rolls-Royce assuring them that he is not buying the car for his son simply to sell it on at a premium. He has noticed new cars being offered at inflated prices by private speculators because of shortages and delays from car manufacturers. His son, meanwhile, remains ill as a result of war wounds or trauma.

2 December 1920: Byrom Sr. writes to Barker asking if the completed car can be delivered unpainted in its

For Acc. 4. 7.10.20. ACCESSORIES USUALLY SUPPLIED WITH ROLLS-ROYCE CAR.

No.	Price.
	£. s. d.
1. Second spare wheel	2. 11. 9.
2. Two spare Dunlop Magnum Tyres - One size 895 x 135 £18. 3. 6. " " 895 x 150 £22. 18. 6.	41. 2. 0.
3. Lucas electric headlights, side tail and inspection lamps; case of spare bulbs, including connecting up to lighting set supplied with chassis, approximately	40. 0. 0.
4. Tyre Pump	2. 9. 6.
5. Lifting Jack	3. 16. 6.
6. Tyre repair outfit (including tyre levers)	2. 5. 0.
7. Petrol Funnel	6. 0. 0.
8. Rolls-Royce mascot to radiator cap	3. 8. 6.
9. Leather wallet for chassis tools	6. 6. 0. ✓
10. Payment of statutory fee to registration authority, cast aluminium number plate to front and painting number on petrol tank at rear	3. 3. 0.
11. Elliott Speedometer and Smith clock or	28. 3. 0.
12. Smith " " " "	22. 5. 6.
13. Locks to bonnet	8. 12. 6.
14. Cobra Wind Horn	6. 6. 6.

In view of severe fluctuations the prices quoted above are liable to alteration and Rolls-Royce Limited reserve the right to invoice the goods at the prices current at the time of supply.

Please strike out any item not required.

TO ROLLS-ROYCE LIMITED, 14-15, CONDUIT STREET, LONDON, W.1.

Please supply me with the accessories (other than those struck out) detailed above.

DATE SIGNATURE

The accessories list for a new chassis, 7 October 1920.

CARS DRIVEN BY OUR OWN STAFF ARE AT OWNERS RISK. TELEPHONES: 1664-1655-1656 GERRARD. TELEGRAMS: "LITROLHEAD REG. LONDON". 21928

Bought of Robert Hunter Byrom, Esq., Kingston, HOYLAKE, Cheshire.

ROLLS-ROYCE LTD LONDON DERBY.

14 & 15 CONDUIT STREET REGENT: STREET LONDON, W.1. 29th Nov. 1920

ROLLS-ROYCE LTD give notice that no liability will be accepted by them for damage by fire, storm or tempest to any Motor Car or other goods left with or entrusted to them for any purpose whatsoever and that this must not be taken in any way extending any liability imposed upon them by the Common Law.

one 40/40 H.P. 6 cylinder standard Rolls-Royce chassis no 73YE, metal finish, steering column in "C" position and including standard set of 2-895x135 and 2-895x150 Dunlop Magnum Tyres, Dunlop wire wheels and one spare wheel, also including electric starter, Lucas horn and Lucas dynamo with switchboard and wiring and complete with kit of tools and spares.

1850 - - 1850 - -

Checked by [Signature]

ANY PARTS DESPATCHED TO CLIENTS TRAVEL ENTIRELY AT THEIR RISK. THE MOTOR GOODS HEREIN MENTIONED ARE ONLY SOLD ON THE CONDITION THAT THEY ARE NOT TO BE EXHIBITED, EITHER DIRECTLY OR INDIRECTLY, AT ANY EXHIBITION IN THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND WITHOUT THE WRITTEN AUTHORITY OF THE SELLER.

The invoice from Rolls-Royce Ltd. for the basic price of the chassis.

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Barker & Co.'s letter of 25 October 1920 notifying Byrom of the steep increase in the price of the body.

"grey state" so that his son could run it in this form for a few months. Perhaps Byrom Jr. expects to detect faults in this time. A further accessory is now requested for the dashboard, a Smith's AA351 aneroid barometer. The suggested "GJ" ventilators are accepted. And Byrom also advises Rolls-Royce that their chauffeur will be sent to the School of Instruction (or "Demonstration Class" as it is commonly known)—the young Byrom will both drive and be chauffeured. 11 December 1920: Barker write to Byrom Sr. with the further blow that labour strife has put all work behind and therefore 73YE cannot be delivered for a further four months. The Byroms' reaction is unknown but can be guessed. . . . 21 December 1920: in a letter from Barker even such detail as the horizontal position of the glass separation in the windscreen with opening panels is discussed, to avoid obstruction to the eye. The measurement for Byrom Jr. was taken when he visited Barker and tried a limousine, but his cabriolet will be much lower all round so 39½" from the floor will be too high for him. He gives in!

3 January 1921: The last communication with Rolls-Royce, about the 6 guinea fee for the chauffeur's time at the School of Instruction. 11 July 1921: Mr. Clark from Rolls-Royce tests the car at Barker & Co., noting 12½ mpg and oil pressure of 22 lbs whilst running it at 90°. No further letter is found from Barker but it is known that the completed car is finally delivered on the same day, 11 July 1921!

This was two years and four months after the order was placed—a record?

Three years after taking delivery of the Silver Ghost, and now fully recovered from his wartime experiences, Robert Byrom married Winifred Agnes Goodwin (1899-1982) in September 1924. He and his wife lived at "Millbrook House" in Hollingworth, Cheshire whilst Byrom Jr. worked with his father at Clarence Mill. Some years later he returned to flying, cut short in 1918, by taking a licence with the Lancashire Aero Club in 1931. He kept 73YE until at least 1938, when Rippon Bros. of Leeds are known to have done repairs. Clarence Mill closed in 1960 but still stands. Byrom died in Cheshire in 1981. As far as is known he did not buy another Rolls-Royce. Perhaps that first long wait was enough. But in 1954 he treated himself to a Bentley R Type Continental, chassis BC65C with H.J. Mulliner coachwork—a fine finale.

Acknowledgements: My thanks to Steve Hubbard for assistance with this article.

Up until the mid seventies all vehicles had dynamos to charge the batteries. After this time alternators became common as the need for higher output currents at lower revs became necessary.

The alternator is a poly-phase machine generating AC current, which is then rectified to provide a suitable current to charge batteries.

Essentially the dynamo is a machine, which produces DC current.

In early vehicles where there was no lighting, the only electrical drain was that of the electric starter motor, the ignition being supplied by a magneto. These vehicles had a fixed output dynamo giving a maximum of about 10 amps. These dynamos were either 4 pole or 2 pole machines, depending on the revs at which the maximum output was required. The connection to the battery was via a cut-out, which will be described later.

As the electrical loads increased, a more sophisticated charging system was required. This was almost universally the three-brush dynamo. Here you have 2 main brushes with a third, moveable brush to set the maximum output current. The idea is that the supply to the field coils is now taken from the third brush. As you move the third brush away from the main earthed brush, towards the live output brush, a higher voltage becomes available hence a stronger magnetic field being created.

The next advance was to use a dynamo with a fixed third brush and a two position charging switch. This switch simply supplied power to the field coils via a set resistance thereby controlling the output of the dynamo.

As the electrical loads became higher still it became desirable to be able to vary the charge rate depending on the state of charge of the battery and the load being drawn. This brought the advent of the voltage regulator. Most British and European manufacturers used a two-bobbin system, consisting of a cut-out and a voltage regulator whereas the Americans used a three-bobbin system. The 3-bobbin system consisted of a cut-out, a voltage regulator and a maximum current regulator. It was the mid seventies before the British adopted a 3 bobbin system.

### Lucas Regulators

About 1937 the RB series of Lucas regulators came into common use. This series of regulators continued to be used with modifications well into the seventies when the 3 bobbin units became the norm. These regulators were used to control the output of C39 and C45 Lucas generators. The numbers are derived from the diameter of the carcass. (C39 had a carcass of 3.9" in diameter) Both these dynamos were 2 brush machines with the C45 having a higher output of about 40 amps. The problem with all dynamos is that to get the high output current it is necessary to have high revs or a large diameter with multiple poles. None of these characteristics were desirable from the manufacturer's point of view because of weight, size, cost and complexity.

This was where the alternators came into their own, with high output currents, at low revs and small size. Another major advantage of the alternator is that the rotor only carries the low field current, whereas the armature (rotating part) carries the high current in a dynamo.

### Lucas 2 bobbin Units

The basic RF series regulators had 5 terminals: "A", "A1", "F", "D", and "E".

"A" was the feed from the battery, or in the case where an ammeter was fitted, from the dead side of the ammeter.

"A1" Is the point where all loads are connected.

"F" Is the field feed to the dynamo

"D" Is the main live terminal from the Dynamo

"E" Is the earth terminal

Some versions of the regulator incorporated two fuses, which gave rise to three additional terminals: "A2", "A3", and "A4"

"A1" is now the unfused load terminal.

"A2" is the fused load terminal

"A3" is fed from the ignition switch

"A4" is the ignition controlled, fused load terminal

### The Cut-out

This consists of two windings, and pair of normally open contacts. The shunt winding is connected between the "D" and "E" terminals, and the series winding is connected via the contacts between the "D" and "A" terminals. The "A" terminal connection is via the load compensating windings, which are wound around the outside of the voltage regulator bobbin. As the dynamo starts to turn the voltage across the shunt winding increases until the normally open contacts close. At this point the contacts are held closed by the current flowing in the series winding. (The series winding has a much lower

resistance than the shunt winding)

### The Voltage Regulator

This consists of a shunt winding, a pair of normally closed contacts and a resistance. The winding is connected between the "D" and "E" terminals via the contacts. The contacts have a resistance connected across them. The field current is supplied from the "D" terminal via the contacts to the "F" terminal.

The contacts are adjusted so that at a pre-determined voltage they open placing the resistance in series with the fields. The ratio of the compensating windings varies from about 0.8: 1 to about 1: 4. The lowest part of the ratio is always between "A" and "A1".

The idea of the compensating windings is that as the load connected to "A1" increases, the effect of the shunt winding is reduced, so that the regulator contacts are delayed in opening.

There are many different ratios of the compensating windings produced, depending on the manufacturer's requirements. A common ratio was 1:1.5.

It is important that all loads are connected to "A1" and not "A".

### Setting the Voltage regulator

The moving contact is connected to the frame ("D") via a flexible leaf spring.

The fixed contact is mounted on the frame by two screws and isolated from it by insulating bushes, and a stack of mica washers. When correctly set up there will be two thin shims fitted between the contact and the metal spacer. It should not be necessary to fit extra shims if the mica stack is correct. A flat spring and a bi-metallic strip to compensate for temperature variations, hold the moving contact against the adjusting screw.

Under normal conditions cleaning and setting the contacts will be required about every 60,000 miles.

To clean the contacts slacken the two screws, which hold the fixed contact in place. Now remove the top screw completely. Swing the contact outwards and tighten the screw again. This will ensure that the shims don't fall out.

Remove the two screws, which hold the moving contact in place. The contact surfaces should be a light grey colour and free of pits and craters. The moving contact usually develops a spike on it and the fixed contact a pit. (This is assuming positive earth system) The contacts will probably have a black ring around them. This is normal. Should the points appear blue this is a sure sign that you have an earthing problem with the regulator, the field resistance has become disconnected, or the field coils in the dynamo have shorted turns in them. The most common problem is with the regulator earth connection.

Clean both contacts with a fine oilstone with a little oil on it. Dress the spike out of the moving contact and clean the surface of the fixed contact. There is no need to dress the pit in the fixed contact out completely.

Wash the contacts with clear spirit or the like, to remove any traces of oil from the contacts.

Swing the fixed contact back into position and tighten both screws. Refit the moving contact loosely. There are many ways to set the contacts but a common method is to use two 0.015" feeler gauges. Place one feeler between the armature and the bobbin face and the other one between the frame and the moving contact. Press down on the moving contact, and at the same time push the moving contact back against the frame. Tighten the two mounting screws.

Check that the contact surfaces line up. You may need to slacken the mounting screws for the fixed contact to improve the alignment.

### Setting the Cut-out

The cut-out contacts normally require very little maintenance. Remove the wire from the "A" terminal (or disconnect the battery) and close the contacts by pressing down on the moving contact. Watch as you press the moving contact that the fixed contact moves slightly as the two contacts meet. If adjustment is required, slacken the two mounting screws, which hold the moving contact in place. Place a 0.015" feeler gauge between the bobbin and the moving contact. Retighten the two mounting screws. Adjust the contact gap to about 0.015" by bending the stop above the moving contact slightly. . Reconnect the wire to the "A" terminal

### Setting the open circuit voltage of the regulator

In theory, the charge rate will be zero if the dynamo ever reached the open circuit voltage setting of the regulator.

Place a piece of insulation between the cut-out contacts or under the moving contact so that the points can't close. (A piece of cardboard is ideal)

Connect a voltmeter between the "D" and "E" terminals of the regulator (the positive lead of the meter to the "E" terminal). Increase the revs of the motor, watching the voltmeter gradually increase its reading before settling down to a constant voltage. (This will occur at about 1200rpm) Slacken the lock nut on the adjusting screw found on the frame of the regulator. Turn the screw clockwise to increase the reading. The actual voltage should be 16 volts for New Zealand conditions. (See the table at the end of the note for an extract from the Lucas service notes) Tighten the lock nut again. If you look closely at the regulator contacts you will see very faint blue sparks between the contacts.

### Setting the cut-out voltage

Remove the insulation from the cut-out points. Leave the voltmeter connected between the "D" and "E" terminals. Increase the revs from idle very slowly. The meter reading will gradually increase and should settle at about 13 volts. At this point the contacts will have just closed. Check that the cut-out opens again at nothing less than 12 volts. If adjustment is necessary proceed as for the voltage regulator using the cut-out adjustment screw.

There was an RF 96 regulator, which was designed to be fitted to Daimlers, Rolls-Royces and Bentleys, etc which had a complex network of components in the voltage regulator contact circuit. (See diagram B) The circuit gave less radio interference than the standard version. This was important in poor reception areas at the time. The capacitor in the suppression network was the main problem. The capacitor was of the self-healing type, which meant that you could never find it to be faulty. The only test that was useful was that of capacitance. The capacitors rose in value as they cured themselves, giving rise to excessive sparking at the regulator points and ruining the contacts. In new condition, the capacitor was rated at 0.022µF at 400V DC.

I am not aware of a reliable replacement being available.

On a few occasions I have used a standard RF version as a replacement with no problems.

### Earthing

The earth connection to the regulator is of vital importance. There must be no resistance in the earth connection between the regulator and the battery. Common points of trouble are:

- Between the battery post and the battery terminal.
- Between the battery earth terminal and chassis.
- Between the chassis and the motor.
- Between the regulator "E" terminal and the point where the earth is connected to the body.

### High Resistance Connections

A high resistance connection anywhere in the charging circuit will produce false readings of the open circuit voltage. Common points of trouble are:

- Ammeter terminals
- Light switches
- Fuses
- The starter switch where the main feed wire is terminated.

### RB97 Regulators

This later version has the voltage regulator contacts mounted on the moving contact above the bobbin. This makes adjustment easier. Remove the fixed contact from its mount. Clean the contacts as described previously. Place a 0.015" feeler gauge between the moving contact and the bobbin. Tighten the screws, which hold the moving contact to the frame. Replace the fixed contact and screw it down until there is once again 0.015" between the bobbin and the moving contact. Set the open circuit voltage as described previously.

### RB300 series regulators

These regulators are of the 3-bobbin type. There are now only four terminals on the regulator, "B", "D", "F" and "E".

The cleaning, setting and adjustment of the unit is exactly the same as for previous regulators. The open circuit setting for the voltage regulator is now 14.8 volts.

The current regulator should be set last with an ammeter in series with the "D" lead, a point to note. The contacts of the current regulator are very similar to the voltage regulator ones, and can be accidentally swapped over.

The only difference is that the voltage regulator moving contact adjustment has a spring and a bi-metallic strip (just like the earlier versions) whereas the current regulator has no bi-metallic strip in its adjustment spring. Swapping these contacts will not prove disastrous but it will produce some strange charging symptoms. (Like a charging current that is dependent on temperature.)

The early RB300 regulators had an aluminium cover over the bobbins and it was dead easy to produce some high current short circuits if

you were not extremely careful when removing or replacing it. The later versions had plastic covers and were a different shape.

While there were a number of so called special dynamos produced for some vehicles, brushes, and field coils are the same as C45 dynamos, the differences being ball races at either end of the armature, and special ends on the armature for driving other equipment like steering pumps.

Any of the Lucas dynamos are relatively free of problems, servicing being required at about 60,000 miles. Worn brushes are the main problem. The pigtail connection in the brush goes into the brush from the top to a depth of about ¼". If the brush gets so worn down that the pigtail comes on contact with the commutator a new armature is often required. The simple rule is slide back the cover band regularly and have a look at the brushes, it's much cheaper.

The commutator on the armature will wear, and it is necessary to turn it true again. The commutator MUST run concentrically with the armature shaft otherwise problems known as 'brush bounce' will occur. Brush bounce is where the brushes move up and down in their holders following the commutator surface. The usual evidence of this problem is a yellowish stain on the brushes where they are in contact with the commutator, due to arcing and the brush tends to stick in its holder.

When the commutator is turned, it is necessary to 'under-cut' the commutator again. (The brushes are softer than the mica) This involves cutting away the mica between the commutator segments. If this is not done the copper will wear away and the brushes will ride over the exposed mica causing arcing and poor charge rate.

There are some fancy machines made to do the under-cutting, but a perfectly satisfactory result can be achieved with a piece of ordinary hacksaw blade. Use the end of the blade where the teeth are facing forward. Grind back the end of the blade at an angle where the mounting hole was. Now grind off the sides of the blade so that it is the same width as the mica. Use the blade like a hand saw to clean out the mica so that it is below the surface of the commutator by about 0.010". Polish the commutator surface with fine wet and dry paper. Don't use emery tapes, as the particles on the tape get lodged in the commutator slots.

### Ignition Warning Lights

In early cars (circa 1932) the ignition warning light had a resistance of fine wire wound around the body of the bulb housing. This resistance was in series with the warning lamp, which was a 3.5-volt bulb even though the system was 12 volts. Most vehicles used a system where the cut-out was in the live side of the circuit. In these cases the warning lamp was connected across the ignition lead and the dynamo lead. You can use an ordinary 12-volt bulb provided the resistance is removed from the circuit. Early Rolls-Royces, Bentleys and some Daimlers had the cut-out in the earth side of the circuit. In these cases you must use the resistance with the warning lamp and connect it across the dynamo and earth leads.

The principle of operation is that when the ignition is on and the motor is stationary, the lamp is virtually grounded via the "D" lead and the lamp glows.

As the dynamo starts to charge (the "D" lead potential rises towards 12 volts with respect to earth) the voltage across the lamp becomes less and less until the potential difference across the lamp is zero.

### Polarising Dynamos

Under normal conditions a small amount of residual magnetism remains in the field coil pole pieces. When a vehicle has been left unused for a long period, or the battery polarity has been reversed, this residual magnetism disappears and it is necessary to re-polarise the system. Place a piece of insulation between the voltage regulator points. Now press the cut-out points closed several times. It will be necessary to pull the contact points apart manually. Remove the piece of insulation. It will not be necessary to reset the voltage settings.

### Lucas Data

The following data is from the service manual for RF series regulators.

#### Open circuit Voltage settings:

At 10°C 16.1-16.7 volts

At 20°C 15.8-16.4 "

At 30°C 15.6-16.2 "

At 40°C 15.3-15.9 "

The following are the range of clearances for voltage regulators:

Between moving contact and bobbin 0.012" – 0.020"

Between moving contact and frame 0.015" – 0.018"

Between contacts with the moving contact pressed down to the bobbin 0.006" – 0.017"

Cut-out closing voltage 12.7 – 13.3

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 1931 Rolls-Royce 20/25 Maythorn Saloon Chassis GSR11  
 1952 Bentley Mark VI Harold Radford Saloon Chassis B131MB  
 1994 Bentley Brooklands Chassis H55447



## Another Celebration



John Ferguson is about to celebrate 50 years' ownership of his Rolls-Royce 25/30 Gurney Nutting Limousine, chassis GUL52, and is taking the car to Fernside, near Featherston, where it lived when new. The first owner was Mrs Ella Elgar, and she named the car Emily, by which name it has been known ever since.

There has been recent correspondence in a monthly car magazine from the grandson of Emily's chauffeur, and John looks forward to kindling local memories.

The photograph on the right is of Mrs Elgar and the car, and the photograph above was taken by John King during the 1972 International Vintage Rally, at Hawea. John Ferguson is in the driver's seat, and his co-driver was Roger Sewell. Just visible in the rear compartment are an English couple whose car had broken down during the Rally, and who then rode in Gurney Nutting comfort.



## Bird Hazards, by Bernie Lewis

*Bernie Lewis was a Rolls-Royce test pilot, now living in retirement near Nelson.*

When I was flying for Rolls-Royce, I was detailed to fly a Westland Scout helicopter at Filton. As I lifted off, I heard one of our communication HS 125 aircraft joining for a straight in approach, from about 15 miles away. As I continued to hover-taxi out of dispersal, I saw a large flock of starlings land on the grass about half way along the runway. It was an exceedingly large flock and I estimated that there were about 4-5,000 birds in it. Knowing the hazards of birds around jet engines and the fact that I was going to fly that way, I deliberately flew at the birds to frighten them away from the landing aircraft. As I neared them, they all rose up en masse, and landed on the grass on the other side of the runway! It wasn't what I had intended and feeling slightly irritated, I accelerated away, did a dumbbell turn and dived back at the black mass of birds. I was ably backed up by my flight test observer, who said, "Go get 'em".

I dived at them and thought that as I get near them, I'd pull up and turn towards the runway, so as to prevent a repeat performance from the birds. I did that, but was going a bit faster than I intended, because I was suddenly enveloped in a black mass of starlings, as the rotor blades sucked them all down around the cockpit. In one nano second, I could see about 6-800 being sucked into the engine, taking that out and another 2-300 striking the tail rotor, putting it out of balance so it would tear off the tail rotor gearbox thus making me very nose heavy. I was going to end up a smoking wreck in the middle of the runway!

At that stage, I completely lost control of myself and shouted, "Aw s\*\*\*!!!" Thousands of starlings heard me and did just that. The main rotor sucked it all down and the helicopter was immediately totally covered in excrement and I could not see out. I hit the windscreen wiper switch, but that only spread the mess. Next, I flicked back a sliding panel on my door, managed see out and



came to an unsteady hover at about 100 ft above the runway. My observer had subsided in his seat, looked very sick and didn't say a word. We slowly flew back to dispersal, where we were washed down with a hose. There was not a starling to be seen anywhere in the vicinity and although we examined the helicopter very carefully, we did not find one trace of a starling on the helicopter either. We continued with our detail fifteen minutes later.

Someone once warned that you should never fly under a flock of birds, because they will s\*\*\* all over you. How very true.

Some thirty years later, I was asked to demonstrate the same type of helicopter at Warbirds Over Wanaka. I did so, and, at the end of my demo, I hover-taxied past the Gold Card enclosure, to the refuelling pumps. En route, I passed eight portalooos and as I went by, the rotor downwash blew over the first, second and third portalooos. The fourth did not blow over, but the door blew open exposing a young lady inside, with her skirt and toilet paper, blowing everywhere! That Army khaki coloured helicopter really did attract the excrement. Strangely, I was not aware of this incident, until I was told about it next day, and I felt very sorry for the young lady.

## One Fine Day on a South Canterbury Farm, Early 1950s



*Club members who enjoyed the sight of the De Havilland DH98 Mosquito being flown from Ardmore last year may be interested to know what took place on a South Canterbury farm many years ago.*



*The Rolls-Royce Merlin engines had already been removed from the airframes before the axe-man and chap with the matches did their worst to these surplus aeroplanes, breaking them up for scrap.*





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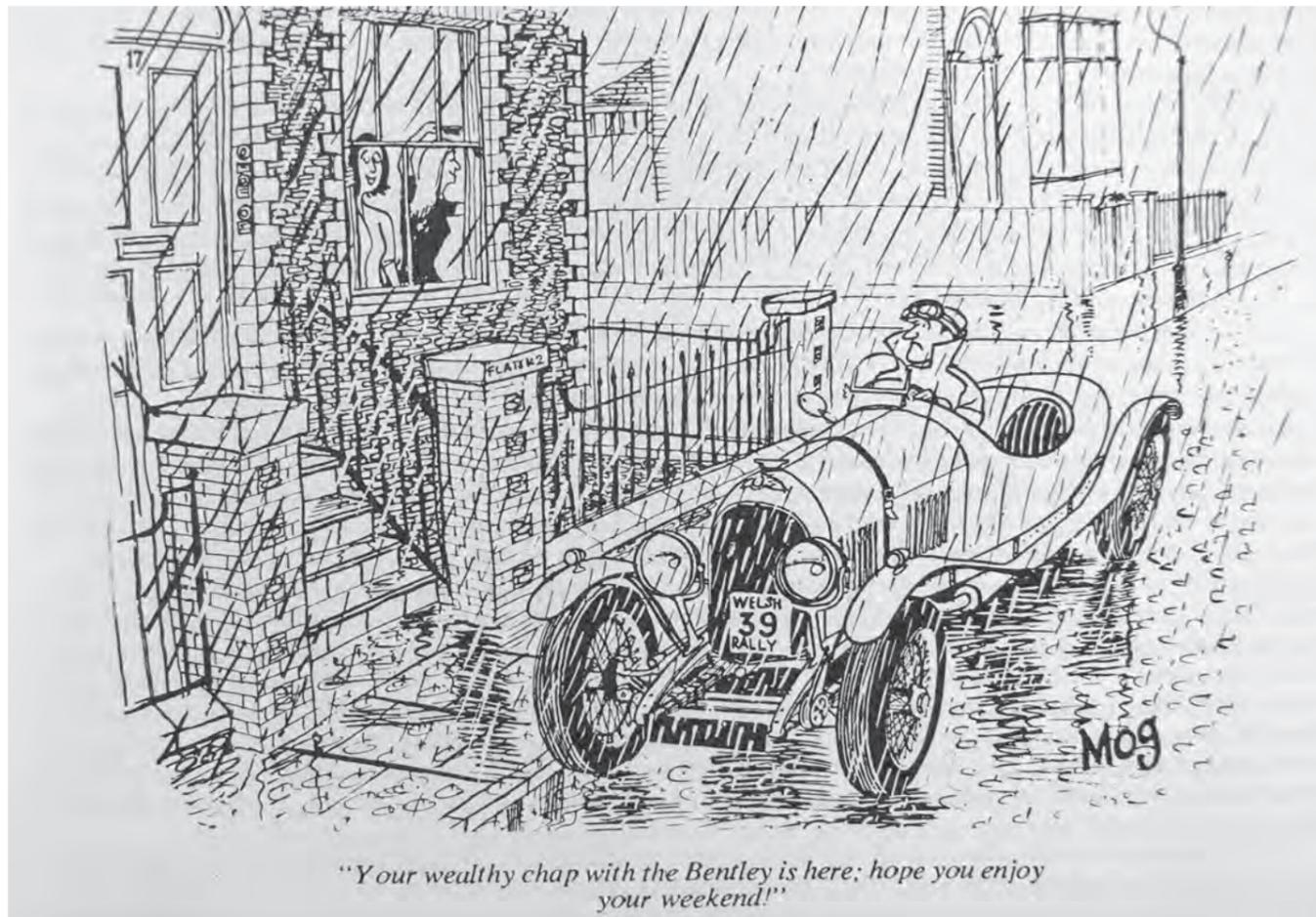


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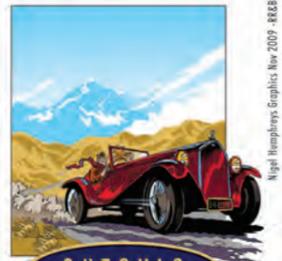


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SUPPLIERS OF GENUINE ROLLS-ROYCE AND BENTLEY PARTS, BOOKS, MAGAZINES AND BROCHURES



We offer the following parts for sale.

All items are new unused old stock unless otherwise stated.

Hubcaps for Silver Shadow and Bentley T, new and used, some repolished, both plain (early) and vented (late). Also separate trim (beauty) rings, new and used.

Radiator hoses (Shadow 1 and 2, T1 and T2) Oil filters, air filters,

Bumpers (chrome) front, right hand corner.

Lucas Square 8 fog or driving lamps, chrome or black plastic bodies.

Vee belts, for generator, alternator, power steering, air conditioning etc. in matched pairs where appropriate.

Distributor caps, for 6- and 8-cylinder engines. Side, tail and turn signal lenses.

Call me any time from 7.00 am to 11.00 pm

Roy Tilley (NZRR&BC Technical Liaison Officer)

204A Waiwhetu Rd, Lower Hutt. Ph 04.566.0850. E-mail rmt@xtra.co.nz www.royscars.co.nz



BENTLEY

BENTLEY AUCKLAND

SALES SERVICE PARTS ACCESSORIES

Factory trained technicians • Right first time guarantee • Loan cars available on booking  
All genuine parts with 3 year manufacturer's warranty when fitted at Bentley Auckland



The Bentley Continental GT V8 and GTC V8 are at Bentley Auckland now.

**2012 Bentley Mulsanne**

Arabica with Twine Hide, Premier Specification. \$525,000.

**2012 Bentley Continental GTC**

Granite with Linen Hide, Naim Audio, 21" Alloy Wheels. \$310,000.

**2011 Bentley Continental GT**

Thunder, very high specification, Naim audio, ex Bentley fleet. \$265,000.

**2008 Bentley Continental Flying Spur**

Granite, 20" Alloy Wheels, Solar Sunroof. 16,000 km. \$170,000.

**2005 Bentley Continental GT**

Diamond Black, TV Tuner, Navigation. \$139,990.

**2004 Bentley Continental GT Coupe**

Moonbeam Silver with Beluga Hide. 37,000 km. \$119,990.

**2003 Bentley Arnage T**

Silver Storm, Beluga Mulliner interior, picnic tables. 19" Alloy wheels. \$89,990.

**BENTLEY AUCKLAND** 100 Great North Road, Grey Lynn, Auckland.

Ph: 09 360 3200 Email: sales@bentleyauckland.co.nz www.bentleyauckland.com



BENTLEY

**BRUCE MCILROY LTD**

*Authorised Bentley & Rolls-Royce Heritage Dealer*



Bruce McIlroy Ltd stock the largest range of genuine parts in New Zealand and in most cases, parts will ship on the same day. Call Brian on 03 308 7282 for all parts enquiries.

**Bentley & Rolls-Royce Parts**

Parts for Rolls-Royce vehicles from 1907 to 2003 and Bentley vehicles from 1920 to current models.



**Service Exchange**

We offer a reconditioned parts exchange service for Silver Shadow and T Series vehicles. We can also supply a range of exchange units for a Silver Spirit and later Bentley models.

All hydraulic units and fuel pumps are reconditioned to factory specifications and bench tested in our workshop.

**Parts • Sales • Servicing • Repairs • Restorations**

Cnr Racecourse & Alford Forest Roads, Ashburton 7700 - Phone 03 308 7282 - www.bentleyservice.co.nz



*While thinking about good aspects of winter, how about this photograph taken by Glynn Williams at The Hermitage a few years ago during a Southern Region weekend, with Club members and Bentleys SBH10636 and B131MB preparing to depart?*

# Club Calendar

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

## NORTHERN REGION

**Sunday 28 July: Lunch at Riverhead Pub.** Numbers limited to 25 people so it will be first in, first served. E-mail to members asking for numbers closer to the time.

**Saturday/Sunday 28/29 September: Spring run to Russell.** Staying at Duke of Marlborough Hotel.

**Tuesday 12 November: Northern Region AGM & Christmas Dinner** at Totara Restaurant, 249 State Highway 17, in the Old Albany Village.

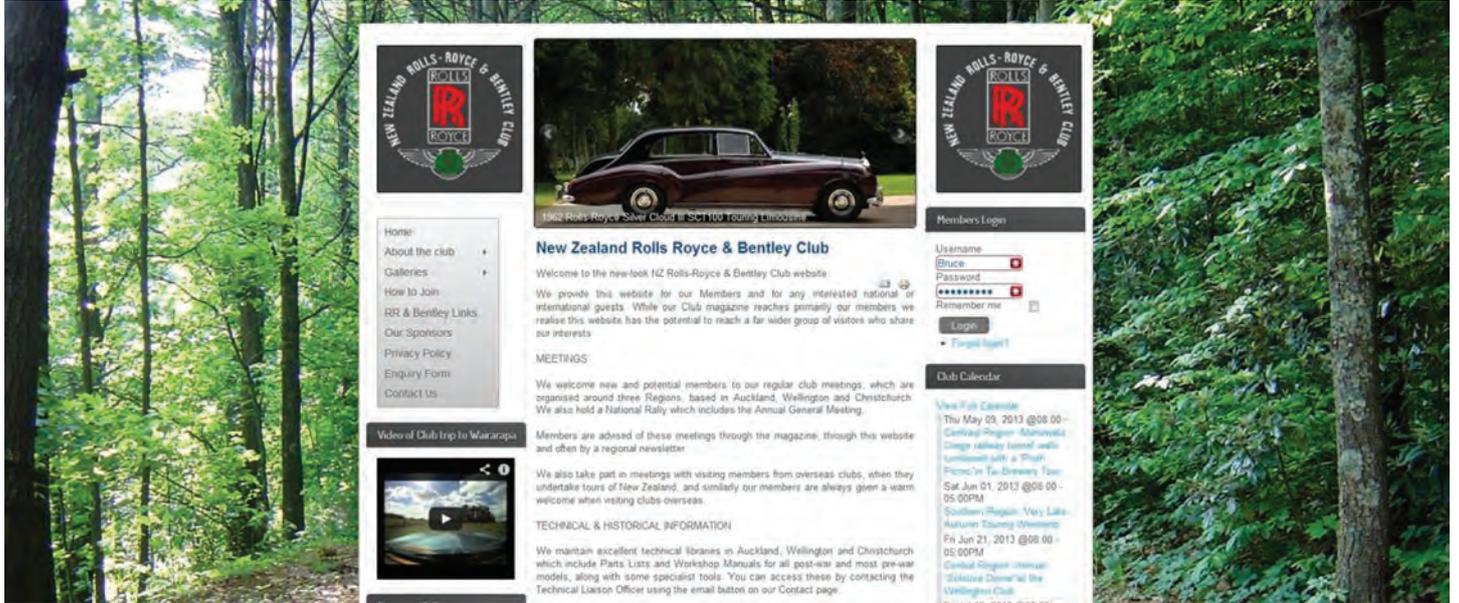
## CENTRAL REGION

**Friday 21 June: Annual "Solstice Dinner"** at the Wellington Club.

## SOUTHERN REGION

**Saturday 13 to Monday 15 July: Winter Touring Weekend:** At Ohau Lodge. Further details on our web site.

**Friday to Sunday 15 to 17 November: Traditional Show Weekend Tour:** Details to be advised.



## Website Corner

### Bruce Gordon – NZR-R&BC Webmaster

NZRRBC Website proudly sponsored by NZ Websites Ltd.

Welcome to our first Website Corner!

Over the last few months I have been developing a brand new website for the club, and those of you who have logged onto the site recently will have seen the results. I do hope you like the new look, content, and functionality.

One of the first features you will notice, is that you now have a "Members Login", found at the top right of the site, just under the right logo. By the time you read this, all club members will have received an e-mail with your new website username and login from Rob Cathew. If you haven't received yours yet, email Rob at [chairman@nzrrbc.org.nz](mailto:chairman@nzrrbc.org.nz).

Simply place the user name and password into the boxes provided, and hit the "Login" button. The page will refresh and in the login box you will be greeted by name. When logged into the site as a member, you will have access to more features and content, and this area will grow in time.

**Image Gallery:** In the new menu is an option – Galleries – and if you run your mouse over this, a popout submenu offers you two options, click on the one named "Image Gallery".

In the Image Gallery we have set up 3 categories:

- . Club Events
- . Members' Cars
- . Members' Gallery

**Image Upload:** This Gallery area is "Members Only" so if you haven't already logged in (instructions above), then do so in the boxes provided, and log in. You will now be able to view the Gallery. If you wish to simply view images, there are plenty available in the "Club Events" area.

Image Gallery – Uploading images

To upload images of your car to the Image Gallery, go to the "Image Gallery" and click on the popout menu item "Image Upload". You will be shown a new page with 3 tabs - Single Upload – Batch Upload – Java Upload. Choose whichever of these you prefer and follow the instructions.

It is very important that you select "Upload Here" as your Category option in the dropdown menu. You will notice your name will have been automatically inserted in the "Author" section. Website admins will receive an e-mail alerting us of the new image uploads, and one of us will approve the images, at which time they will be published on the site. This approval should not take more than a few hours at most. If you have any questions please feel free to e-mail me at [webmaster@nzrrbc.org.nz](mailto:webmaster@nzrrbc.org.nz). If you do, please don't forget to add your phone and e-mail address, and I will reply as quickly as possible.

I hope you enjoy the new website and please do let us have any questions, suggestions and comments!

Regards,

Bruce Gordon

[webmaster@nzrrbc.org.nz](mailto:webmaster@nzrrbc.org.nz)

