

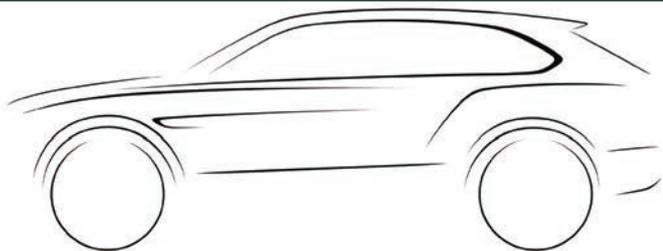
ticular care over the centre, gravel, portion which had six hairpins. Another pass, Ofenpass, was 2149 metres, and then it was fairly easy motoring to the finish of the event at Suvretta House, St Moritz, where there was a champagne reception from 4 pm.

The whole event went very smoothly, with competitors enjoying each others' company and contributions; truly a once-in-a-lifetime experience. The other New Zealanders stayed on in that part of Europe, so Bruce and Philomena returned to England in company with Jens and Anne Pilo and their completely original Barker Torpedo Tourer 58UE with its Alpine Eagle engine, and John Kennedy, enjoying the knowledge they shared of what to see, where to stay on the journey, and which roads were best to use.

Philomena's final photograph is taken outside John L. Kennedy's "local" The Bell at Brackenfield in Surrey; journey completed.



Company News - Images Courtesy of Bentley Motors



Bentley Motors confirmed on 23 July that it will proceed with the development of the Bentley SUV, or "Sports Utility Vehicle," the company's fourth model line. The SUV will be made in Crewe and will go on sale in 2016. It will create over 1000 jobs in the UK, and over the next three years Bentley will invest more than £800 million in its headquarters at Crewe, and the development of new models.

Dr Winterkorn, Chairman of the Board of Volkswagen Group, said "The Volkswagen Group believes in the UK as a competitive location for industrial production. Bentley fans all around the world are looking forward to the brand's first SUV. Together we will make this new Bentley another true Bentley – powerful, exclusive and successful."

On 3 September the new Bentley Continental GT was announced in its V8 guise, and was shown at the Frankfurt Show on 10 September. Available as both a coupé and convertible, the new GT V8 S models have lowered and re-tuned sports suspension, sharper steering, dramatic 'S' signature styling cues and a distinctive new sound from the up-rated 4 litre twin-turbo V8

engine. It now develops 521 bhp (528 PS/389 KW) at 6,000 rev/min and a peak torque of 680 Nm (502 lb.ft) at 1,700 rpm.

The transmission is a close-ratio ZF 8-speed automatic gearbox, and the "S" mode obtained with the gear selector brings a sharpened throttle response, as gears are held for longer, with faster shifts.

The GT V8 S coupé travels 0-60 mph in 4.3 seconds (0-100 km/h in 4.5s) to a top speed of 192 mph (309 km/h), and the GT V8 S convertible is only slightly slower, reaching 60 mph from a standing start in 4.5 seconds (0-100km/h in 4.7s) and a top speed of 191mph (308km/h).

The GT V8 S coupé returns a combined cycle fuel economy of 26.8 mpg (10.6 l/100km) and CO₂ emissions of 246 g/km. The equivalent figures for the convertible are 25.9 mpg (10.9 l/100km) and 254 g/km. This is achieved by technologies employed in the design of the Bentley V8 engine, with variable displacement, in which four of the eight cylinders shut down when cruising, so reducing fuel consumption. When more power is required, the engine switches back automatically and seamlessly to the full eight cylinders. The engineers have tuned the exhaust system for refinement, while maintaining a distinctive V8 sound. However, under acceleration the character of the system changes dramatically as the twin turbo-charged Bentley V8 transforms into its characteristic growl. In this way the car can travel more than 800 kilometres from its 90 litre fuel tank.

The new design of the Bentley Flying Spur is due to be demonstrated shortly in Christchurch, and we hope to be able to report on this important new car in our next magazine.





The current Phantom is displayed in the BMW museum section.

Rolls Royce Motor Cars Auckland Showroom had a gathering to celebrate the arrival of the new Wraith. Bob McMillan and Neil D'Arcy-Brain welcomed guests, including Rolls-Royce's Dan Balmer, who is the Asia Pacific General Manager.

Whilst the Wraith was centre stage, there was showcasing of a unique Croizet Cognac, the most expensive cognac in the world, the 1858 Cuvee Leonie, and some rare jewellery pieces including some very special timepieces.

The new Wraith Coupé looked extremely smart. The fastback styling suited its metallic paint - light grey over charcoal. It is really great to see two-tone paint making a comeback. The interior is super with its black leather highlighted with red piping and red dashboard top. The dashboard had a piano black finish and Canadel

wood on the door panels. The wood panelling on the doors make the interior appear lighter than is usual when black is the primary colour. The doors are properly hinged from the B pillar, and there is an umbrella stored readily to hand in the door jamb.

The front of the Wraith has a more aggressive grille than the Ghost. The surround is thicker, and the chrome bars are set further back in the opening. The Spirit of Ecstasy leans forward more than other models in the range. One nice option fitted was the lit up mascot. The other two options are an illuminated mascot which looks like Lalique, or gold.

As a nice touch to commemorate the occasion, we were given a miniature bottle of Cognac Croizet as blended in 1904, the year Royce tested his first car.





Roger Craven (left) in Chassis 640, and Ian Warner in Chassis AX1652, line up in their 3-litres for a damp VSCC Prescott. Despite appearances, this is not a grumpy Muppet waving a pencil on the right of the picture.



Paul Tunnicliffe (left) in Chassis AP324, and Ian Warner in AX1652, are lined up on the grid before driving singly, in numerical order, 180deg to the starting line at VSCC Prescott on 4 August. Readers may note that AP324 was originally a Gurney Nutting Saloon, and AX1652, one of the rare 100 MPH 9' wheelbase chassis, originally had an H.J. Mulliner Saloon body. We thought you'd like to know.



The ultimate Bentley, powered by 24 litres of 450 hp Napier Lion W12 aero engine, is punted by Chris Williams through Prescott's last bend before the finish line. David Llewellyn built this car on a 4-litre chassis which had been badly damaged during the 2nd World War. It weighs only 1500 kilograms.

Dornbirn, a pleasant but outwardly unremarkable town of some 46,000, is located in the extreme north-western corner of Austria in the Rhine Valley. It sits close to where the river flows into Lake Constance/Konstanz/Bodensee/Untersee, depending on which map of the neighbouring countries of Switzerland or Germany — not to mention Liechtenstein just down the road — you're referring to.

They do picturesque very well in this part of Europe, and Dornbirn is bordered on its eastern edge by the Karren Mountains, part of the Alps. A discreet finger sign on the main street points the knowledgeable along the Gütlestrasse, following the river Dornbirner Ach for a few kilometres south-eastwards along its pretty tree-lined gorge to the Gütle industrial area with its 160-year-old former spinning mill.

For some 40 years the anglophile Vonier family has been collecting Rolls-Royces and associated memorabilia, displaying them since 1999 in the mill's main building. The museum has little trouble living up to its description as the world's largest Rolls-Royce collection, with probably more than 70 — there appears to be no official listing or even any way of accurately counting them — on show.

Most of them are pre-war Phantoms, with some Silver Ghosts and a smattering of postwar cars but no examples of the smaller models. They range in condition from barn finds to immaculate, with just about every imaginable state in between. With the exception of a Silver Shadow outside, below a sign restricting visitors' parking to Rolls-Royces only, none wears a current licence plate so their collective roadworthiness is unknown.

Nor is the museum generous with details about each car. Some, particularly the 30 or so arrayed in more orderly display condition on the first floor, have small windscreen placards about the model, year and sometimes coachbuilder, but nothing about chassis number or history — and cars of this quality and age are likely to have had interesting careers.

The ground floor cars are packed tightly with even fewer details. The overall impression is that of a collection still growing and

needing larger premises, but some signage of the existing cars would be useful. Basic entry costs €8, but permission to take photographs is another €10 which also supplies a poster and entry to the workshop area. The museum is closed on Mondays.

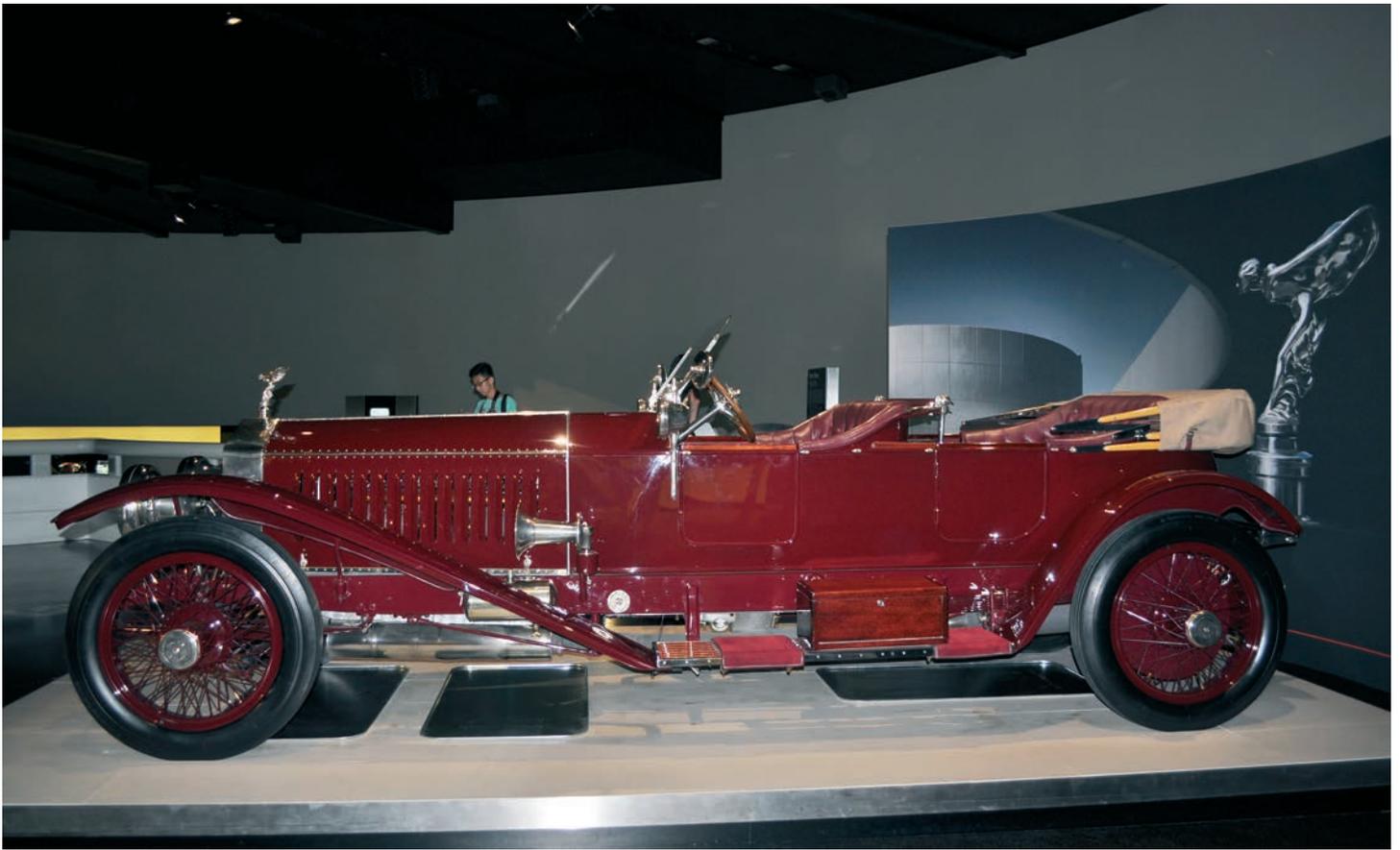
The Vonier collection appears to be a private passion put on display to justify the ever-growing collection. The casual visitor won't learn much about the marque, instead being dazzled at first by the rows of large square-rigged cars but soon growing weary of repetition. The aficionado, while appreciating the subtleties of coachbuilders and models, is likely to be frustrated by the lack of detail offered as well as the impossibility of closely inspecting such a tightly packed display.

Dornbirn is not exactly on the standard tourist route but is worth a visit by anybody passing through this multilateral corner of Europe. The Rolls-Royce museum is one of the town's major attractions, and thanks to Tom Clarke for pointing it out — and more especially for VSCC Prescott and associated social events.

Not too far to the northeast, just outside the city centre of Munich, is a contrasting display. The complicated business negotiations surrounding both Bentley and Rolls-Royce company changes of ownership and manufacture have resulted in BMW's taking on Rolls-Royce history with some enthusiasm. The top part of the BMW Museum in the truncated dome next to BMW's headquarters is devoted to the marque, with BMWs themselves, from early aero engines to motorcycles to the full range of cars (not neglecting the Isetta), below ground level.

The Rolls-Royces, mostly owned by BMW Group Classic with some on loan from private owners, are given generous room and displayed individually with imaginative lighting. The expected signs request people not to touch the exhibits, but they are not roped off and so are able to be inspected minutely. Placards give details of model, year, coachbuilder and ownership, and display cases around the walls help give an appreciation of not only the company history but also the eras in which they were made.

Perhaps the biggest contrast with the Vonier museum is the BMW Museum cars' condition. Every single one is absolutely



William Ives's 1914 Silver Ghost Wilkinson tourer occupies top slot in the BMW Museum, with later models on lower floors.



This 20 hp, Chassis GUJ52, was imaginatively re-clad, probably during the 1930s, in lightweight metals and Perspex.

immaculate, unblemished by as much as a trace of oil or grease that might make it potentially roadworthy rather than a mere glass case exhibit. The result is antiseptic and oddly disappointing, although it must be said that staff members are most pleasant and polite when it comes to kicking-out time.

Across the road in the massive BMW Wert (World) building, NZR-R&BC Issue 13-5

among the displays of current BMWs and Minis is the latest pair of Rolls-Royces. Unlike the lesser breeds, which members of the public are encouraged to sample for fit and comfort in a manner reminiscent of Canterbury Show Day of this writer's youth, the very newest Phantoms are roped off and able to be seen only from a discreet distance.



(Above) This Phantom II Continental fixed head coupé by Gurney Nutting is owned by BMW Group Classic. Lawrence Dalton's "Those Elegant Rolls-Royce" shows a similar body on 94MY. (Right) The first model to use unitary construction, and produced in greater numbers than any other Rolls-Royce, the Silver Shadow, deserves a place in the BMW museum.

Due west of Dornbirn in Alsace, that part of France which has had to change allegiance a few times, according to whoever won the latest war, is Mulhouse. Of its half-dozen or so museums, the most significant in motoring terms is the Cité de l'Automobile, otherwise known as the Musée National de l'Automobile or the Collection Schlumpf.

In addition to the famous Bugatti collection — which makes up only a fraction of the mind-boggling collection of cars under the one roof of this, the world's largest motor museum — examples from Cricklewood, Derby etc are represented. Most are found, appropriately enough, in the display hall le chef de l'automobile, which has nothing to do with cooking but could also be called la crème de la crème. Here again the cars are presented in immaculate condition, but are unlikely ever to turn a wheel under their own power.

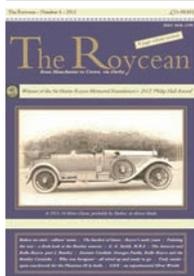
Yes, the Spirit of Ecstasy is alive and well in Europe. Just don't count on seeing too many of them on the roads.



Aficionados will be able to tell where this 40/50 HP chassis, on display in the Schlumpf collection, has been reinforced for use as an armoured car.



Upright Rolls-Royces as far as the eye can see — the Vonier collection on the outskirts of Dornbirn concentrates on Phantoms, so tightly packed in that they are impossible to inspect closely. Drip trays and mats are well utilised under the Vonier collection. No details are given, but the car in the picture above has a body which looks later than its wheels and radiator with red badge.



The Roycean: From Manchester to Crewe, via Derby, No. 4

Hulme Press, 2013 Order from: [Complete Classics](#) (UK) 140 pp., illustrated, softcover.

List Price: \$US18/£11 + shipping ISSN: 2050-5299 Tom Clarke, Will Morrison eds.

The people have spoken, and they are voting with the one thing that has to be taken seriously—their wallets (and this despite a nominal price increase, the first one for that matter). Proving that there is a demand for the scholarly side of Rolls-Royce and Bentley matters, this British annual journal conceived and administered by Messrs Clarke, Tom and Morrison, Will has seen a fourth edition. Really serious readers will particularly delight in this news as it means that an index—promised for the fifth volume—to properly mine the wealth of information is a realistic prospect.

Moreover, a patroness of the Sir Henry Royce Memorial Foundation who wishes to see interest in the Company's history be kept alive sponsored an award to recognize "significant contributions to Rolls-Royce historic research."

Fittingly named the Philip Hall Award in recognition of the SHRMF's long-serving archivist of that name, the 2012 award was bestowed upon *The Roycean*. This award is not just a lukewarm handshake and a piece of faux parchment from a certificate mill, it comes with a tidy sum of cash, a £1,000 that will buy a few drinks and make the next volume even better!

The Roycean, as all such undertakings, depends on the generosity of its volunteer contributors. In this edition there are a few less than in previous issues, and some of the material was/had to be penned by the editors—also entirely common for all such undertakings, sigh—but this is neither here nor there. Former *Praeclarum* editor (the magazine of the Australian club) David Neely shares an appreciation of Royce's life, Tim Forrest reviews the 1912–14 Alpine Trials, editor Clarke offers a look at Alpine Trials driver and coachbuilder James Radley as well as Field-Marshal Montgomery's Rolls-Royces, and S/SC series specialist Davide Bassoli examines Radford conversions while editor Will Morrison presents Radford designs by George Moseley (who later went to H.J. Mulliner) of Seary & McReady. If you follow the Rolls-Royce literature you'll recognise all these names, so you know what to expect. No Bentley-centric contents in this issue, but some of the articles obviously apply anyway.

There's for the first time an 8-page colour section (plus the colour covers), still anachronistically banished to the center of the book and, worse, not all referenced in the respective articles because some are unrelated and just there for general interest. On the other hand, readers of this sort of specialised material can be expected to recognise what goes with what, so this should not result in undue confusion.

About a third of the 800 copies printed remain so it's not too late to vote with *your* wallet!

The Royal Udaipur RR GLK21: Classic Drive from Derby to Udaipur to Pebble Beach and . . . Continues



by Anu Vikram Singh, Narayan Rupani, Gautam Sen. Mapin Publishing Gp Pty Ltd., 2013, 198 pages, 261 colour photographs, hardcover. List Price: \$85/£52 / Rs.3,999 / €65 ISBN-13: 978-1935677277 ISBN-10: 1935677276 <http://www.mapinpub.in/bookinfo.php?id=212>

To the uninitiated there may just be too much letter/number salad in the title: the "RR" stands for Rolls-Royce and "GLK21" is the chassis number of a particular car, a 20 horsepower model from 1924 with tourer body by coachbuilder Barker. A Twenty is considered a small car for a Rolls-Royce, both in terms of engine size and consequently the coachwork it can haul around. Some might say, not to put too fine a point on it, that it is a "lesser" Rolls-Royce—but even the smallest/least of Rolls-Royces is a most proper motorcar and its fit, finish, and refinement a cut above most other marques.

The reason an entire, and quite lavish, book has been devoted to this particular Twenty is its princely owner, which is not meant as a figure of speech but literally: His Highness Maharana Bhupal Singh of the Sisodia Dynasty at Udaipur (in Rajasthan, India) bought GLK21 in 1936 as a parts car for another of his Twenties, 1922 chassis 42GO, and the current owner is his grandson HH Sriji Arvind Singh Mewar (1944), the 76th custodian of the Mewar dynasty which, having been founded in 568, is acknowledged as the world's longest-serving, unbroken custodianship. This notion of ruling as a trustee and not as a king is ultimately the impetus for the restoration of GLK21, and other Royal cars; the Vintage and Classic Car Collection (VCCC) at The City Palace, Udaipur; and a host of other preservation activities (crystal, silver, buildings etc.) under the auspices of the Maharana Mewar Charitable Foundation.

After surrendering the required parts to 42GO, especially the engine, GLK21 lay dormant for half a century. In 1999 Arvind Singh embarked on an eight-year restoration (he himself calls it an "eccentric" decision) that was so well done that the car was invited to several big-name concours, including Pebble Beach which in 2012 had "Cars of the Maharajas" as a featured class. There, GLK21 earned the Lucius Beebe Trophy which "is awarded to the Rolls-Royce considered most in the tradition of Lucius Morris Beebe" (1902–1966), the American author, bon vivant, photographer, railroad historian, journalist, and early PB judge. The award was, incidentally, the first ever for an entrant from India.

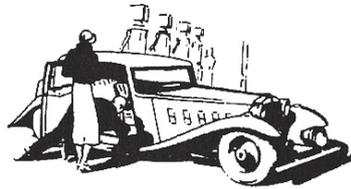
It is, in other words, a rather unusual story which has gotten a *lot* of ink, and it is well worth recording in a proper book that will enter into the record the pertinent background and details and so possibly prevent some of the breathless journo hungry for a story—from the Abercrombie & Kent catalog to BBC Top Gear India—from going off the deep end. The book and a website documenting the restoration were part of the Pebble Beach preparations. But, looked at with clinical detachment, the book does not actually say anything of deep significance about GLK21.

It is a lovely book, to be sure. Heavy, in landscape format, bound in dark blue linen and with light blue endpapers matching the colors of the actual car. Clearly, someone paid attention to the details—but it doesn't carry through. The book begins with a history of the house of Mewar and its origins with the Sun God Surya, portrays the 76 illustrious forebears/custodians in miniature paintings and even more miniature legends, takes a quick look at the connection between Rolls-Royce and India, and depicts the Palace Motor Garage. Splendid period photos illustrate this section. Then the story seamlessly and somewhat abruptly switches to a 30-page photo essay of the restoration of GLK21, juxtaposing Before and After shots. Other owners of Twenties will find this sort of micro detail necessary, concours entrants may come to appreciate what all is necessary in terms of proper execution and documentation, but the general-interest reader will probably wish for either more narrative to make the subject more approachable or less minutia. The remainder of the book depicts all sorts of car events in India from Mercedes Benz rallies to Shelby Mustang events, Indian concours, random Rolls-Royces old and new.

All very colourful but, ultimately, lacking in depth or context. That everything is rather a bit fawning about GLK21, Eternal Mewar, the VCCC is neither here nor there but the avoidable typos such as dropping the "s" from "Rolls" a few dozen times (*some* corrections are actually called out on an Errata page at the very back of the book) or the peculiarities of Indian English (such as rarely using articles) and a general lack of polish (such as repetitions, syntax) make one wish for the sure hand of a proper editor.

But there are more fundamental things to question. If a book is meant to take a reader into a new world, then that world needs to be explained. Not only are there many references here to Indian customs or institutions that a foreign reader won't know about, there are also car-specific items that the non-specialist can't possibly know without guidance. Why, for instance, identify one "Paul Wood" in a photo caption without also saying that he is the "P" in P&A Wood, the legendary British RR and Bentley specialist that was mentioned early on in the book (but misspelled!) as having been consulted on the restoration. Rather than showcasing the people who gave their all to resurrect the car this book is about, someone like Prince Michael of Kent who is window-dressing at best, is shown *ad nauseam*. A cousin of Queen Elizabeth II who has no official portfolio but occasionally carries out royal duties representing the Queen at some functions in Commonwealth realms, he is a patron of all sorts of aero and auto activities, but—enough already . . .

Towards the end the book returns to GLK21, extolling its vast press coverage. A pretty book, yes, but in the words of the bard, "Much Ado About Nothing."



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These two contrasting Bentleys were being offered by The Real Car Company in 2011. On the left is B158GA, a Thrupp & Maberly 4 ¼ litre, and on the right is B138EF, an Arthur Mulliner 3½ litre.

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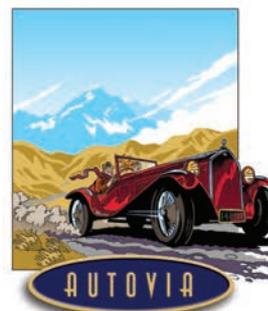


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Website Corner

Bruce Gordon – NZR-R&BC Webmaster

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Welcome to 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 Carthew. If you haven’t received yours yet, email Rob at 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, and 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. 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

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