

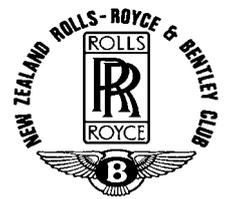
**New Zealand
Rolls-Royce &
Bentley Club Inc**
Issue 15-1 2015



NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC)

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Membership

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

FEES: Registration Fee \$ 10.00 (once only)
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Chassis Records

The Company's Construction Records, which accompanied every Rolls-Royce and Bentley chassis (since 1931) through its production at Derby or Crewe, are a valuable resource for subsequent owners. They detail the original order, any special equipment, and the results of tests and inspections prior to dispatch. The records for all cars over 10 years old are held by the RREC in the UK, and copies are available to members of that Club. The number of pages for early cars may be up to 20 or more. Records for a Silver Shadow can amount to even more pages and cost around \$NZ150. To obtain a copy of your car's records, contact the Club's Post WW2 Technical Liaison Officer, Roy Tilley, on 04 566 0850 E-mail rmt@xtra.co.nz

Advertising

Classified advertisements pertaining to Rolls-Royce and Bentley are free to Financial Members who do not deal regularly in Rolls-Royce or Bentley cars or services. All classified advertisements must be submitted to the Editor, Tom King, Phone 03 3398 309, e-mail the.king@xtra.co.nz 191 Sparks Road, Christchurch 8025. Commercial advertisements will be subject to a charge to the advertiser. Colour advertisements are charged at \$220 per half page and \$300 per full page, payable to the NZRR&BC Inc.

Mainland Comment

Another year, with all its challenges to us, and to our cars, is ahead. The Editorial Team wishes all our advertisers, readers, and supporters a Happy Year, and hope that you have all enjoyed the holiday period, with the feeling that our cars have become about 20% more economical.

It is good to report that our Central Region member, Neville Jordan, had the Honour of Knight Companion to the New Zealand Order of Merit awarded to him in the New Year Honours List, and we send to Sir Neville and Lady Jordan our very best wishes. Petrol prices are confusing, and the following guide may help to explain them.

Cause	Effect
Something happened somewhere	Petrol price in New Zealand rises
New Zealand Dollar loses value	Petrol price in New Zealand rises
Tension in the Middle East	Petrol price in New Zealand rises
Tension anywhere else	Petrol price in New Zealand rises
U.S. Dollar loses value	Petrol price in New Zealand rises
Government or Local Body whim	Petrol price in New Zealand rises
Northern Hemisphere Winter	Petrol price in New Zealand rises
Northern Hemisphere Summer	Petrol price in New Zealand rises
New Zealand Dollar gains in value	Petrol price in New Zealand falls 2 cents
(next day) Glitch at Singapore refinery	Petrol price in New Zealand rises 3 cents
All well again	Petrol price in New Zealand falls 2 cents
Oil price drops dramatically	Petrol price in New Zealand doesn't move
Admonition by Automobile Association Spokesbloe	Petrol price in New Zealand falls 2 cents

And so on...



(Cover) John King's photograph of Peter Morelli and his supercharged Bentley, chassis XT6362, at the Waitemata Branch of the Vintage Car Club of New Zealand (Inc) Chelsea Walsh Hill Climb on 3 November
(Above) Bruce McIlroy's photograph of Neville and Diane Jordan in Paris after the successful completion of the 2007 Peking to Paris Rally.)

NEXT MAGAZINE:

Deadline for receipt of all material for Issue 15-2 is 22 March 2015.



Central Region cars ready to depart on the road run, headed by Clive Edmonds's Rolls-Royce Corniche V, chassis SCAZK29EX1CH68574. This model of Corniche was the only model developed by Rolls-Royce under Volkswagen's ownership, a total of 329 built from 2000–2002, only 38 of them right hand drive models.

With styling cues from the Rolls-Royce Silver Seraph, it was built on the Bentley Azure chassis with a 6.75 litre turbocharged V8, which develops power of 325 bhp at 4,000 rpm, and torque of 544 ft lbs at 2,100 rpm.

This car was initially shipped to Singapore with plans for it to go on to Hong Kong when it had completed its promotional activities. However, it appears that some technical difficulties with the convertible top opening and closing mechanism developed after 9,700 km, and, rather than deal with this locally, it was decided to put into a container to await shipment to Hong Kong. At this time the company was changing ownership, splitting into two separate companies with two different owners. Staff were being made redundant, dealerships were closing, and the Corniche in its container was overlooked in a Singapore bonded warehouse for over ten years before being sold, apparently to recover storage costs. It was brought to NZ by a car importer in a shipment of Mercedes and BMWs.

Some of this Information was obtained from Rolls-Royce internal documents, kindly supplied through The Rolls-Royce Enthusiasts' Club in the UK.

The weather was kind to us after all the strong winds we had been experiencing over previous days.

Harbourview Lodge was our accommodation choice, situated next door to East Pier Restaurant, on the waterfront at Ahuriri, Napier. East Pier is being transformed into a luxurious Hotel/Conference venue due to open in March, 2015, but at the time we were due to be there, the front and sides were covered in scaffolding and not exactly visually stunning. However, the meal and service we received on the Saturday evening were superb.

David Brock-Jest and his wife Sally gave us an interesting insight into life in the fast lane of European racing car Royalty and many adventures and journeys were brought to us that night. David's brief for the talk was to 'talk about what it is like to be a Bentley Boy, and make it exciting.'

The next morning our A.G.M. was held in the glass lined waterfront board room, where we gained three new members for our Committee. They are: Craig and Judith Pinny, from Wellington; and John Buchanan from Feilding. We are delighted to welcome them.

We set off on our Rally, detouring to 'Hooters' showroom in Thames Street Ahuriri, to see all the cars and racing regalia on display, and hear David Brock-Jest explain the finer points with bonnets up and people peering in admiringly, especially at his V12 racing Lagonda.

Then we headed off along the Marine Parade towards the Eastern Beaches, and passed through Clive Village on the way to the British Car Museum at Haumoana. Ian Hope, the proprietor, showed us through his immense collection of over three hundred British cars, trucks and other vehicles of all shapes and sizes. Most had alarms activated, so I was a bit wary of touching anything all the time we were there.

Eventually, some members had to be 'encouraged' to leave the car museum, as we needed to be driving back through

the Hawke's Bay countryside towards the Mission Estate Winery on Taradale's historic Church Road, for our lunch outside under pergolas and white umbrellas; no wind, a lovely atmosphere and happy conversation. At the conclusion of our lunch, the Rally winners were presented with small gifts, and there was only half a point separating the two recipients, Janette Smith and Judith Pinny. Some members were carrying Mission Estate bags with purchases in them back to their cars, ready for departure and the long drive home.



Some of the cars at the British Car Museum at Haumoana. It looks like a busy day at Cowley, Oxford, during the heyday of the Morris Minor. At the time of British Leyland's axing of the Minor, it was outselling the Triumph Herald, but who could advise Lord Stokes of his folly? Now the only Heralds on the road are under fake MG bodies...

Northern Region Chairman's Report, by Lois Hadfield

This year has seen some interesting and worthwhile events for the Northern Region. An account of our wonderful picnic at Richard Langridge's estate at Brookby, and the viewing of his extensive collection of Rolls-Royces and Bentleys and others, was published in the Club magazine. This was one of the best attended events for quite a while and a paddock full of 'our steeds' including the two new models which appear on the cover of the same magazine was quite a sight. What a wonderful picture it made on the front and back covers in a full landscape format.

The two car shows were enjoyed by those who attended and although it seems to be quite a commitment to have your car on display from 10 to 4 the time passes very quickly while chatting to Club members, the passing public, and looking at other car clubs' displays.

The Sunday lunch run to the Matakana area and 'The Stables' filled up very quickly, with more people contacting Peter Morelli to be included in the outing. This was highly successful,

with 18 cars turning up carrying 46 members and friends.

Several of our members attended the A.G.M. at Akaroa, some driving down and others flying in. We looked forward to this very much, and the proposed activities sounded very interesting. We had arranged a Mid-winter Feast at lunchtime on 15 June at the Hilton overlooking the Waitemata Harbour, and parking has been arranged. A run to the Okoroire Hotel (near Tirau) on 27 September, staying overnight, took place, and a run through the Waikato in springtime was something to look forward to, after the interest of our Mid-Winter Feast.

My thanks go to our hard working Secretary, Peter Morelli, and also to Berwick Taylor, Ken Ricketts and Glynn Williams for arranging events. We also thank Stephen Atkinson, who voluntarily audits our accounts, along with all those who attended various events and entertained us with their cars, their company and conversation.

Northern Region Annual General Meeting Minutes

Meeting held at the Hilton Hotel, Auckland Waterfront, Sunday 23 November 2014 at 12.30pm.

Present - Gary and Grant Litherland; Max Morris; Glynn Williams; Sandra and Ray White; Brian and Gwen Frecker; Colin and Janie Gray; Derek and Nicholas Evennett; Rodney Hutchison; Berwick Taylor and Dawn Harris; Richard and Lois Hadfield; Kevin & Sue Williams; Ted and Diane Worthington; Gerry and Judy Germain; Winsbury and Gay White; Richard Green; John and Margaret Chatterley; Ken and Patricia Ricketts; Geoff Going; and Sue Jackson.

Apologies - Val and Glen Wilson; Rob and Michelle Carthew; David Merryweather; Mike and Jan Donovan; Neil D'Arcy-Brain; Philip and Norma Eilenberg; George Urquhart and Marion; Rod and Judy Cole; Peter and Mary Morelli; Lois Green; and Stephanie Jackson.

Richard Hadfield moved apologies be accepted; seconded Glynn Williams, and carried unanimously

The Chairman's report was tabled. Lois Hadfield made one correction. Philip Eilenberg is the National Treasurer, not Northern Region Treasurer. Also, thanks to Peter Morelli for his efforts as Secretary, and Stephen Atkinson for auditing the Northern Re-

gion accounts. Berwick Taylor moved that the report be accepted, Seconded by Gay White, and carried unanimously

The Financial Report had been circulated. Ken Ricketts moved the report be accepted; seconded by Berwick Taylor, and carried unanimously.

Election of Officers - The existing committee have agreed to stay on if required. Ken Ricketts moved that be accepted; seconded by Winsbury White, and carried unanimously.

The Chairman, Lois Hadfield, advised that it would be good to have additional new committee members and nominated Kevin Williams, seconded by John Chatterley, carried unanimously.

Glynn Williams nominated Geoff Gowing, seconded by Richard Hadfield, carried unanimously.

Glynn Williams moved that nominations be closed, seconded by Rodney Hutchison, carried unanimously.

General Business. - Chairman Lois Hadfield had recently met Sir James Wallace and noticed he has a new Rolls Royce. He would be prepared to be our Northern Region Patron if required; seconded by Margaret Chatterley, and carried unanimously.

The Meeting closed at 12.45pm.

Southern Region Annual General Meeting Minutes

The meeting was at "Winchester" 53 Stokes Road, Balcairn, following afternoon tea and refreshments from 4 pm Saturday 29 November.

At 5:17 we managed to gather all present from the distractions of garden and chat for the meeting.

The **Minutes** of the 2013 Annual General Meeting, which was held "on the run" during our Touring Weekend to Lawrence, Central Otago, have proved elusive, and the Regional Secretary has admitted defeat and apologies.

Present: Malcolm and Jenny Graham; Tony and Margaret Lee; Anthony Dacre; Jeremy Evans; Andrew Bain; Bruce McIlroy; Martin and Angela Vincent; Henry, Joy and Martin Green; Michael Midgley; Bruce and Diana Carey; Chris Goddard; Tom King.

Apologies: Alastair Scott; Alan and Janine Race; Ian and James Jefferis; Mark Brown; David Thomson; Peter Somerville; Hilary King; Vicki and Oliver Newbegin; Rob Carthew.

Late Apologies: These came the next day, from Committee Members Geoff Walls and Keith Hunter, who had each mistaken the date.

Financial Statement: Our latest statement, from our bankers

Westpac, dated 16 October 2014, showed a credit balance of \$1,372.35, despite our efforts to run this down. We have since paid \$26 for organising expenses, and \$520 went to catering the fine refreshments which Jeremy and Andrew organised, so we will have a more satisfactory financial result to report next year.

Election of Officers: The previous Southern Region Committee (with the exception of the Secretary, Tom King, who considers himself too beleaguered by the increasing amount of time spent on the Club's magazine to be able to do an adequate job of being secretary) is happy to stand again. Jeremy Evans nominated Geoff Walls for Secretary, this was seconded by Michael Midgley, and carried with acclaim. Unfortunately, Geoff was not present to share the approval all present expressed (see "Late Apologies" above) and negotiations proceed.

General Business: Our new member, Chris Goddard, was very active in the Club when he was a member towards the end of the last century, and now that he has joined us again, he is keen to promote the Club during his daily life, when he often uses his Bentley Turbo R.

The Meeting Closed at 5:40 pm.

Club Members and Their Cars in Competition, Part One Chelsea Walsh Hill Climb; Photos by John King



Peter Morelli and his supercharged Bentley 4½ litre, chassis XT3632, at play with Terry Roycroft in his Type 35 Bugatti, now Jaguar engined, and other eclectic entries at the Chelsea Sugar Refinery

For many years the Waitemata Branch of the Vintage Car Club of New Zealand (Inc) has held a hill climb on the access road to the Chelsea Sugar Refinery on Auckland's North Shore. Their skills in diplomacy have ensured that agreement is reached amongst the various stake-holders, and a pleasant day is ensured. The refinery is a 24-hour a day, 7 days a week, operation, so their requirements for access and shift changes are always taken into account. This year the refinery's computers were being upgraded, but the slightly

smaller entry list than usual ensured that the optimum seven runs took place, and officials and competitors were ready to unwind at their barbecue by 2:30 in the afternoon.

The Waitemata is one of the few wings of the VCC where there is keen competition among the generations, with the McNair/Thomson family able to field three generations. With cars and motorcycles ranging from 1906 (and 14.25 litres!) through Vintage specials of Austin 7 and Riley origin (one of those powered by a Gipsy Major engine of over 6 litres), to sports and racing cars of the 1950s, there is plenty to interest spectators, and the landscape would rival any other venue.

This year, Peter Morelli had a lunch commitment, but still managed to cram his practise and four competitive runs into his morning. His best run was 41.13 seconds, and the others were within a second of that. Peter's determined driving of this large and heavy car ensured that his times were within a few seconds of the car's contemporaries.



Club Members and Their Cars in Competition, Part Two Hawkwood Sealed Sprint, by Malcolm Graham, Photos by John Mc Donald



A practice run for Malcolm Graham and his Arnage, chassis 2CH08477, observer aboard.

Hawkwood is nothing but an unpleasant memory to most who use State Highway 1 as they sweep by on the new, sanitised, bypass completely oblivious to the challenging little bit of road that lies between them and the sea, twenty kilometres north of Cheviot. Some of our more enthusiastic drivers (and riders), whose memories go back more than ten years still go that way. It adds five minutes to the trip and helps keep you awake. It's all still there, just as it was, including the 45k corner that really had no place on State Highway One.

Once each year, late November, Ratec (together with the Vintage Car Club) close the road and run a timed sprint through all the interesting bits. I've known about this event for a while and I'd always enjoyed this knarly little section of SH1, so I thought I'd give it a go – just once. Cars depart at one minute intervals and each competitor gets as many runs as can be squeezed into the day. This year there were only thirty entries although the cut off is sixty. A full card would mean a lot more waiting around and probably no more than four runs. As it was, the timing was just about perfect. There was enough time between each run to renew some old acquaintances and make some new ones, check times and generally enjoy a low key day.

My first run took me 1:30:36. I did it with my Arnage T's traction control on and, while not taking it easy, I was aware that my insurance wouldn't cover me while I had a competition number taped to both front doors (legs eleven, coincidentally) and, having no particular desire to set any new records at McLroy's, I didn't go as hard as I could've. I was 26th out of thirty.

I took the next two runs with the traction control switched off and shaved two seconds off each run, displacing the 25th placed 1935 Ford V8 coupe of Silver Shadow owner Dave Gilman. I must've tried too hard in run four. My time was .3 of a second slower. Bugger!

I really fouled things up in run five. I managed to forget to switch the traction control off when I'd fired the car up so it tied itself up in ineffectual knots when I buried the throttle exiting the hairpin. I hit the ESP button and the car magically sorted itself out and tried to leave the planet again but it was too late. Run three was still my fastest at 1:26.82.

In run six it all came together for me. The car shot off the line and through the course as close to perfectly as I could manage for a time of 1:24.07, the best I did all day – and good enough to get me up to 22nd place. I had one more run, still in the 1:24s but .16 sec slower and still 12secs slower than local man Jeremy Stace in his lightweight E-type.

Hawkwood is really a handling course rather than a

power course so such a heavy car was always going to be at a disadvantage compared to lighter competitors, especially those driven by people who'd done it before. I was pretty pleased with my improvement through the day and judging by the reaction of those I spoke with, I think the performance of my 2.5tonne monster impressed. I set a faster time than others in some pretty exotic machinery such as an Iso Grifo, Gavin Bain's Type 35 Bugatti, and Amanda Rinaldo's 1948 Ferrari Tipo 166 V12. Hardly a surprise when you consider their value.

On the other hand, I was beaten by a Chevrolet Camaro (6th place with 1:15.37 in his third run – something broke in the fourth and that was the American, Robert Owen's, day done); a Rover Tomcat of Geoff Anders (14th with a best of 1:17.82 from a 200hp rocketship that Geoff bought for pocket change - \$4k, though he has another that cost him half that); Tony Orr in his 1978 Camaro, 15th with 1:18.93; a Mercedes CLK500, 16th with 1:19.48; and Ainsley Murray in a Mustang Saleen in 21st, 1.36 secs faster than me. The two Camaros and the Mustang surprised me. Up till last weekend I hadn't rated any of them highly for their handling and I really did think I might've had a chance against the Mercedes. Maybe next year. 3.4secs faster. Hmm! Maybe I could throw the spare wheel out and the seats I don't need.... or start looking for a Rover Tomcat Anders doesn't know about....

It has occurred to me that there may well be other people in the club who might like to take part in next year's event so, in the interests of giving them the benefit of my experience and cutting through the red tape, this is what they need to do:

- Firstly phone John Bain at 027 274 5279 to make it known that you wish to participate and get yourself invited.

You will need:

- The entry fee (\$175 in 2014 – includes one ticket to the evening function; extra tickets can be purchased).
- A Motorsport NZ Clubsport licence. If you are already a holder, great, but if not you can buy a day licence at Hawkwood on the day (\$35 at 2014 event)
- A Motorsport NZ affiliated club membership (you can join RATEC for the balance of the year up till 31/12/1? - \$15 in 2014).
- The vehicle must comply with all sorts of rules but basically, an open car less than 35 years old must have roll-over protection and any registered and warranted vehicle must have a fire extinguisher (fixed to its bracket with two straps) fitted into it. I bought a complying device from Bunnings for less than \$20 and had a mate make



This time it's a serious run, with Malcolm's helmet hiding his determined expression.

me a bracket clamped at each end under the forward fixings of my front passenger seat runners. This he did in exchange for a slab of beer while his wife made dinner. Those of you who don't know a backyard engineer married to a superb cook might have to approach a general engineer who will, in all likelihood, expect you to provide your own meals.

- The rules mention a log book for the car but this isn't necessary for a one-off road car entry.
- The driver must wear overalls. These must be 100% cotton so you don't get fried to a crisp in the event of a fire (obviously this is a constant possibility in anything British). If they're not actual purpose made race driver overalls, these must not only be 100% cotton, they must also have a label that says so. I borrowed common (or garden) overalls from a mechanic at work.

- The driver must wear a helmet. I took my most recent motorcycle helmet which bore a label that satisfied the scrutineers AND didn't look like it had recently been run over by a tank - so that part was easy.

Passengers may be carried during the timed runs but they must also wear approved helmets, 100% cotton overalls and be belted in – although there is a familiarisation run before the timed runs get under way, and any passengers carried during this part of proceedings may wear whatever they like (within reason). Extra drivers may enter too, using the same vehicle. Each extra driver intending to compete must satisfy the club membership and licensing requirements listed above, and also wear approved overalls and helmet.

It's a great day out, and I enjoyed myself immensely. I recommend it to anyone who enjoys a little 'spirited' driving.

1951 Rallye de Monte Carlo Images, Courtesy of Martyn Nutland



Two images showing some of Mike Couper's modifications (Above) the rotary headlamp wipers, operated by Bowden cables from electric motors mounted on the front of the chassis, developed by Frank Dodd at the Final Test Department at Crewe. (Right) The soup warmer, being demonstrated here by Mrs Sonja Fillingham, Mike Couper's daughter.



Club Members and Their Cars in Competition, Part Three Banks Peninsula Branch VCC of NZ Rallye Automobile Ancienne Monte-Carlo



60ZG, and crew Bruce and Andrew McIlroy, arriving at Akaroa District School

Canterbury's Anniversary Weekend falls in mid-November, following a week of agricultural shows and horse-racing; boyhood memories of Show Day on the Friday include bad sunburn, indigestion from consumption of inappropriate food, and getting lost. Quite some time has passed since then, and now the main impression is of terrible traffic, while the audience for the horse racing seems to have confused style with spectacle.

All in all, it's an excellent time to leave town, and for some years the Southern Region has held a Touring Weekend, to take advantage of other provinces where it is not a holiday weekend. This year, however, the Southern Region Committee decided to not hold this event, since it would clash with an ambitious rally organised by the Banks Peninsula Branch of the Vintage Car Club of New Zealand, MMXIV RALLYE AUTOMOBILE ANCIENNE MONTE-CARLO.

This event has been run every four years, and was initiated by Michael Williams, an unashamed Francophile. The plot is to depart from a self-designated point at any time after the stroke of midnight on Saturday, 15 November, to arrive at the settlement of Duvauchelle on Akaroa Harbour between 3:15 and 3:45 pm, providing evidence that competitors' choices of the many possible towns on the list have been visited, after which some driving tests are completed, and the cars travel at a self-selected speed the 5.7 miles to Akaroa, where further judging of Condition, Department, and other essential attributes of a Rallyeist take place. A dinner follows, at which attendees should wear either national costume, or formal, wear.

The first Monte Carlo Rally, organized by the *Automobile Club de Monaco*, was held in January 1911, and its plan was for competitors to start at points all over Europe, to converge upon Monte Carlo, where an additional, rather subjective, judging took place, based on the elegance of the car, passenger comfort and the condition in which it arrived in the resort. The winning car, a 25

hp Turcat-Méry, started from Paris, and covered 1,020 kilometres. Imagine the contrast between starting in (say) a Finnish January, and finishing at the Mediterranean resort. The European catastrophes meant a gap until 1924, with another between 1939 and 1949. Peter Morelli's research has brought up a Bentley, chassis NK9008, which competed in the 1933 Monte Carlo Rally, powered by a Gardner diesel, and which finished 5th.

The Monte Carlo Rally has not yet (!) been won by a Rolls-Royce or a Bentley, but perhaps the most successful competitor was Mike Couper. The following details come from Martyn Nutland's excellent book, *Bentley Mk VI, Rolls-Royce Silver Wraith, Silver Dawn and Silver Cloud, Bentley R Series and S Series* (Veloce Press), and, along with some images, are used with Martyn's permission.

Couper was a motor trader, based in St Albans, Hertfordshire, who had competed successfully in races and the Alpine Trial with Talbots from 1932. After the Rootes brothers took over the Talbot company, he was offered a "works drive" in a Hillman Minx for the 1939 Monte Carlo event by Jack Scott, the Rootes Group Sales Manager. Scott moved to Rolls-Royce, and suggested that Couper enter a Mark VI Bentley for the 1949 Rally. Couper wrote in his book, *Rallying to Monte Carlo* (Ian Allan, 1956) "There was nothing put on paper and in two brief meetings the whole thing was settled, but I had the feeling of a spy in wartime who is most carefully briefed and trained but who, in the event of things going wrong, is then disowned." The Bentley, chassis B216DA, was later a Press loan car, so presumably Couper's ownership was informal.

To familiarise themselves with the car, Couper and his crew undertook a 480 mile round trip to Somerset, then started their 2,000 mile Monte Carlo Rally at Glasgow, crossing to Luxembourg for the route to Monte Carlo. The Mark VI was virtually standard, apart from an improved de-mister; it carried snow

chains, compressed air bottles in case the tyres had to be re-inflated, and an additive to improve the octane rating of the petrol then available. The Bentley won the Concours de Confort by a 30 point margin over a Buick, although we can't find its overall placing, and Couper responded to W.A. Robotham's request for a report with fulsome praise of the car. His only points of criticism may sound familiar to Mark VI owners; wind noise over 60 mph from the front quarter-lights, and the brightness and imprecision of the low fuel warning light.

Couper competed in a Rolls-Royce Silver Wraith, chassis WGC56, in 1950, and again won the Confort award, despite a serious accident caused by a skid on black ice, with the suspension and body damage expertly repaired in France. He returned to Bentleys for the 1951 and 1952 Rallyes to win his third and fourth Concours de Confort, but the R Type, chassis B68SR, for his final foray in 1953 before he switched allegiance to Armstrong Siddeley, won just the "over 1500 cc" class. For the 1951 event, Couper incorporated a "soup warmer" made from a standard Mark VI oil filter bowl which was inserted in the line from radiator to heater, with taps to switch it "on" or "off." Cooking time for a can



Mike Couper's Mark VI passes a marooned Citroën during the 1951 Monte Carlo Rally

of soup was about 10 minutes of normal running.

Geoff Walls modelled his MMXIV Rallye Automobile Ancienne Monte-Carlo entry and deportment upon Couper's, so he and Bob dressed in smart tweeds, the better to enjoy their tour of the vineyards, accompanied by Andy Bain and Jeremy Evans in Jeremy's Volvo P1800.

Before we continue our report, we should give some idea of how the scoring for the RALLYE AUTOMOBILE ANCIENNE MONTE-CARLO works, while ignoring the inherent advantages Voitures Gallic seem to enjoy over motorcars from the wrong side of the Channel. Veteran vehicles start with 60 points, Vintage with 40, Post-Vintage minus 20, Post-War minus 40, and Post 1960 minus 80 points. Passengers gain 10 points each, up to a maximum of 3; there are Driving Tests; Regularity Test; Condition Penalty to include, for instance, evidence that the car has been rolled, received a driving infringement while on the Rally, and failure to display the Monegasque flag on the car at the finish. Points, to a maximum of 250, include 150 for Puponga; 100 for Haast, Karamea, Wellington, Bluff, Te Anau (I hope you have your map out); 50 for Kinloch and Danseys Pass; 30 for Mt Cook, Otira and Queenstown; 20 for Franz Josef, Hanmer, Kaikoura, St Bathans, St Arnau, Denniston and many others; and 10 points for another 25 towns. One of the compulsory Passage Points; Havelock, Rakaia Gorge, McKenzie Pass, or Waiuta, must have been passed. The Concours de Confort could add points towards the 40 possible, for the superiority of the seating and bedding; provisions for ablutions; personal provisions of food and drink; and apparel carried or worn. Another 40 points for equipment such as general vehicle features (a bit nebulous, but I am quoting here); navigational aids

of a non-electronic nature; tools and spare parts; and provisions for stowage.

Well, the event could be approached from a competitive angle, through a "best laid plans" scheme, to a purely social attitude, always bearing in mind the rest of Burns's rhyme.

Four years ago your reporter was fortunate enough to be included in John Ferguson's entry, which started at 0330 at Karamea, in "Emily," the Gurney Nutting 25/30, chassis number GUL52. This time John was one half of Len Rickard's crew in his Austin Healey 100-6, starting from Christchurch at about 0730 to visit Lake Tekapo and a good supply of "approved" towns for a trip which John described as "surprisingly comfortable." Len is the "go to bloke" for automotive woodwork repairs around Christchurch, and while he was replacing the Dreaded Crumbly Rot in your reporter's Riley Monaco with Southland Beech he worked on Scott Thomson's Phantom II Continental, chassis 101RY. When asked if there were a discernible difference between Rileys' coachwork and H.J. Mulliner's, Len responded, "Not really. They just weren't meant to last for 80 years."

Other members of our Club who competed included Bruce and Andrew McIlroy in the 40/50 hp, chassis 60ZG; Ramon Farmer with a Somerset based friend, Ian Coomber, in 45ZG; Andrew Bain and Jeremy Evans in Jeremy's Volvo P1800; Michael Midgley's S3, also carrying Northern Region members Max Morris and Glynn Williams, with your reporter along as further ballast; and Geoff Walls with his Bugattist friend Bob King from Melbourne in the Mark VI, chassis B274MD.

Preparation varied in its intensity. Ramon Farmer was concerned about fuel supply, bearing in mind the relatively small capacity of the 40/50 hp fuel tank; relative to just what, we need not delve, but because of concern that some of the 24-hour unmanned petrol stations can have malfunctions of their systems, Ramon undertook a reconnaissance of the intended route in his trusty Land Rover Defender during the weekend before the Monte Carlo event.

At the other end of the worry scale was the entrant of an XK120 Jaguar which hadn't had much use since his father died. A police patrol checked on registration and other trivia, to find that it was all 24 years out of date, so the reaction was "Too much paperwork. Off you go." Or words to that effect...

Michael Midgley's entry was somewhere in between these extremes. Glynn Williams had given the S3, chassis B254HN, a thorough cleaning, but understood the owner's strictures of "no polish; it might damage the paintwork," and Michael had apped himself with a gizmo which gave the exact speed of the car, in miles per hour. This was a great help, for differing tyre size from the original has meant that the speed is understated by about 12%. The fuel gauge thought it would be helpful, too, by not conveying bad news, so that almost 80 litres could be added to a tank which the gauge indicates as half full. Generally, though, an S3, with its relatively streamlined shape, and its weight and power efficiently applied to the road, is surely the ideal car to move four people (and their luggage!) comfortably over great mileages.

The S3 was part of a team with the Silver Ghosts of Bruce McIlroy and Ramon Farmer, and in an effort to not burden the two older cars with too much penalty because of the S3's relative youth, we planned to start about 0600 in north Canterbury, visit Hanmer, Waiata, Kaikoura, Gore Bay, Motunau, Christchurch, Rangiora, Methven and Rakaia Gorge on our way to Duvauchelle. In a futile effort to boost points, your reporter wore his 1966 vintage Brooks Brothers jacket and tie along with his grandfather's 1923 vintage cuff links, but nobody seemed to notice. The offer of a bidet which he happened to have to hand, so to speak, was not taken up, but perhaps there wouldn't have been room in the boot, which was well equipped with tools and spares, if not food, since we intended to partake of breakfast and lunch at comfortable cafés along the way.

November is also a time for the weather to decide upon whether an El Niño or La Niña pattern will be inflicted, and a succession of north-westerly winds, followed by south-westerly changes, have prevailed for some time. Although it seems

to have escaped the country's news-gatherers, all their attention being absorbed by celebrities' toe-nail colour, the winds during the weekend 14 and 15 November were extreme. As the S3 approached Hanmer Springs, although the early morning sky was brilliant, we could see the spray being whipped up on the Waiau River. The car was being blown about more than any of us had ever experienced before, and as we headed out of Waiau, on the inland road towards Kaikoura, we soon hit the first problem. It takes quite some wind to snap off telephone poles, but that had happened, and we very gingerly followed the one other vehicle up so early, a four-wheel-drive utility, around and underneath the dangling wires. Willow and cottonwood trees were down in many places, and, after the utility turned off at Mt Lyford, we were on our own, apart from a rental van inhabited by Australians with strong mittel European accents. Those big tyres on the S3 were very efficient bark-strippers, and the car took in its stride all that was thrown at it. As a rear seat observer I must pay tribute to Michael's and Glynn's superb driving in pretty dodgy conditions. At what we hoped was the last tree obstacle before the more alpine nature of the countryside eliminated those pesky trees, there was a substantial blockage. After quite an effort by car, towrope, and occupants, the rental car was able to pass and, after the towrope was eventually disentangled, the knots undone, and the kit stowed away, we got under way again. We soon met the rental van again, for it had given up and turned around. The three substantial pine trees which had stopped it also stopped us, and, even if we had been carrying a chain saw, most of a day's work would have been needed to clear the road.

As we returned to Waiau, the road crew was on duty, with

on the Akaroa hill road was traffic of the slow variety. We did have a very handy spot from which to observe the rotten lines taken by drivers we followed around the corners; the heavy approaching traffic heading home after a nice day at the seaside; the courtesy of the truck which pulled in to the one passing bay on the way up the hill, contrasting with the lack of enterprise demonstrated by neither following vehicle managing to get past; and the optimism of the average Japanese speedometer, so that an indicated 100 kph is actually somewhere below 90.

I still don't know how those last few minutes unspooled so slowly, but with 2 minutes to spare by the official timepiece we arrived at the Duvauchelle Domain at 3:43 pm. Michael disposed very handily of the driving tests there, and we did our very best to comply with our selected 25 mph average over the last 5.7 miles to the finishing line at Akaroa District School, where a very natty dressed Gavin Bain checked the Confort aspects. In a blatant attempt to accumulate points, not to mention reduce one crew we could mention to whimpers of hunger, the Geoff Walls/Bob King/Andy Bain/Jeremy Evans team set out their picnic hamper.

The two 40/50s started at midnight from Kinloch, on the remote north-western arm of Lake Wakatipu, so their day was long and arduous, with weather which threw rain and sleet at them, but their crews were entirely up to the task. Sheet lightning threw the landscape into vivid relief, but was followed by utter darkness until the eyes recovered from the flashes. The rain finished at Naseby, but 60ZG had a headlamp focussing problem. This meant that Andrew had to lean well over the side to plot the route from crag to crag on the Danseys Pass road in particular, to ensure that they didn't stray from the road and over the edge. On the



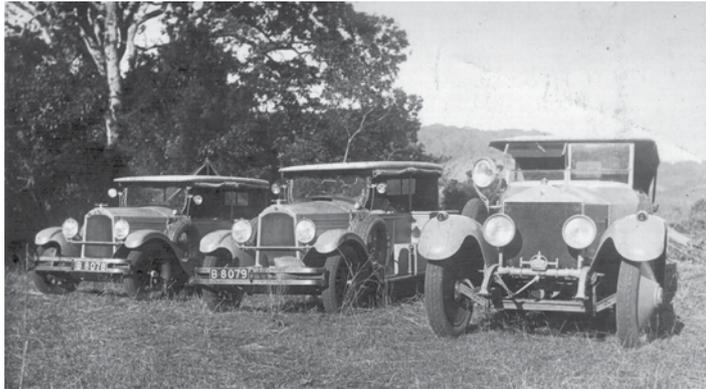
The road is somewhere under that foliage; note the concentration upon Michael Midgley's image in the rear view mirror.

a busy day ahead of them, so we crossed the "Road Closed" barrier from the wrong side. We hastily rearranged our itinerary, to eliminate Kaikoura, Motunau and Rangiora, and had our gastronomic ambitions dashed by the power cuts which prevailed throughout rural Canterbury. Waiau, Culverden, Waipara, Amberley and Sheffield were café-less, and despite the refreshments provided by Michael's friends at Gore Bay, who somehow still had the power on, we were a hungry crew, and seriously behind schedule. The cross-country run from Rakaia towards Motukarara and Akaroa was a tad fraught, since we knew that all we could look forward to

trip south on the Friday the magneto of 45ZG became inoperative, and was removed, leaving the coil and battery system to supply just six of the twelve available sparking plugs. Unfortunately, this became less effective, reducing speed as the day passed, so Ramon made the difficult decision to take the car home, rather than risking its failing to proceed on the Akaroa hill road, so 60ZG finished at Duvauchelle with a little time to spare, and Philomena and Kate McIlroy collected Ramon to take him on the final leg of the journey. The crews were a tad busy to take photographs, unfortunately, and Ian Coomber's camera developed a problem too.

45ZG's problems have since been diagnosed as a magneto locking nut having been omitted, so that the ignition points closed up; and wear on an insulated block in the distributor having been replaced by conductive material, and misaligned as well.

At the dinner, held at a yacht club a pleasant walk around



(Above) 60ZG, wearing the Royal Crown and its original Windover's coachwork, with supporting Chryslers during the Prince of Wales's visit to Tanganyika in 1929
(Below) The Prince, under his King Size solar topee, with an as yet unidentified Phantom in Tanganyika



Ramon Farmer, in the national costume of the Monegasque Hill People, chats to Michael Midgley. Other Club members may be seen in this picture, as well as Andrew McIlroy's solar topee. the harbour from the town, the standard of dress was of a predominantly high standard, with dress uniforms, to which one hopes the wearers were entitled, posh frocks and furs, and even chaps in spats. Ramon Farmer's jacket and waistcoat were the national costume of the Monegasque hill people, a claim which the adjudicators were unable to refute, while Andrew and Bruce McIlroy wore the tropical kit depicted in photographs of the party accompanying the Royal Visit of 1929 to Tanganyika, where 60ZG was transport. The S3 crew had raided Michael's range of formal wear before starting, so three of us brushed up as well as we could, while Max Morris elected to retain his national costume to reflect his nautical Auckland heritage, and dressed in blazer with boat shoes.



(Above) The first sign that All Was Not Well was this power pole, neatly snapped off, north of Waiau.
(Below) Michael Midgley surveys the trees which stopped the S3's attempt to reach Kaikoura by the Inland Road.



Jeremy Evans, in the national costume of the Monegasque Beach People, lays out the linen for Bob King's and Geoff Walls's picnic, while Gavin Bain judges their performance in the Concours de Confort.

Amazing distances had been covered; we travelled 375 miles plus 12% in the S3, but the Corbetts' Morgan 4/4 started from Te Anau, and also visited Bluff. Once the Morgan Company elected to fit a fourth wheel they are a bit difficult to date, and that 30 year rule under which the VCC is in danger of being populated by Toyota Corollas makes dating a bit of a lottery, but people won various awards, goody bags went to every crew, and a Peugeot seemed to win something or other. The S3 won the Lumberjack Award by a handsome margin.

It was a grand way to make the most of a Saturday.

Ernest (Ernie) Wooler, Royce's First Apprentice

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Written with information from *The Flying Lady* p 1193 (by C.W. Morton), p 2376 (by Sam Shoupe) and the *RREC Bulletin* No 184 and others.

In *Præclarvm* 5-14, (p 6603-4), Ken Swinbourne wrote an interesting account about Henry Royce's first association with motor cars. He noted that Royce purchased a 10 H.P. 2 cylinder Decauville in 1902, and later decided to strip the car completely, perhaps because he thought he could improve on the design. Whatever the reason, he took it apart. As he did so, he directed one of his apprentices, who happened to be a good draughtsman, to sketch each part and record its dimensions. The apprentice was Ernest Wooler (1888-1969)

Wooler was, without doubt, the first *motor chassis* apprentice at Royce Limited. *The Flying Lady* p 1193 and 2376, and the *RREC Bulletin* No 184 carry detailed articles about him. What follows is a digest of these articles and others, which I gratefully acknowledge, plus recollections of my personal contact with him.

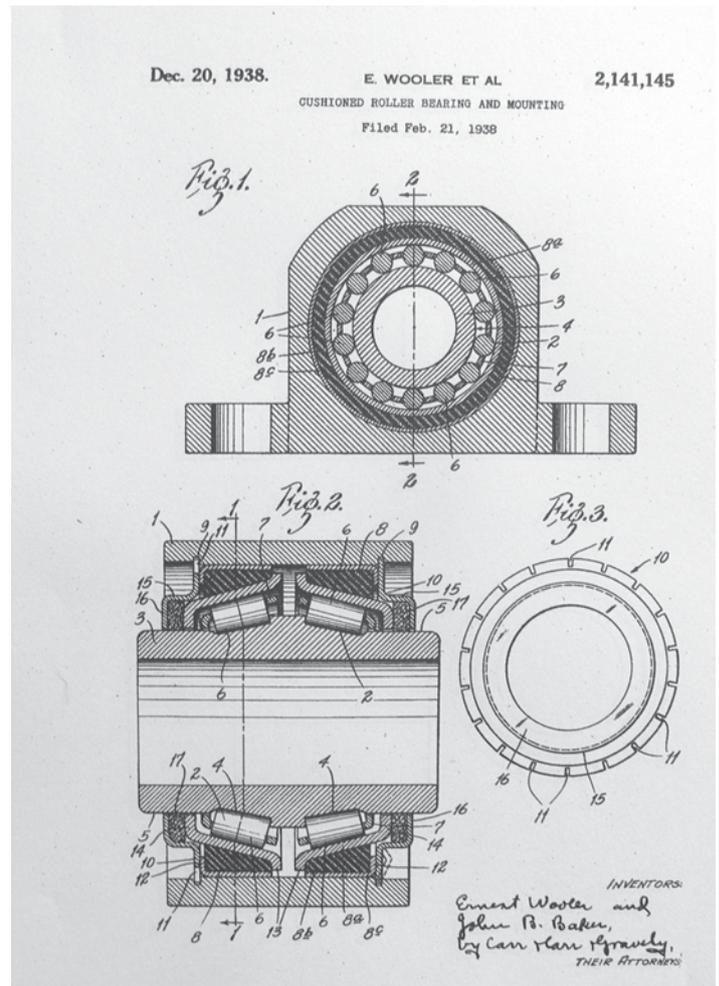
Thanks to Tom Clarke's efforts, Ernest Wooler's Indentures were secured by the RREC's Royce Foundation at a Sotheby's sale. When Wooler returned to the UK from the US for Elizabeth II's Coronation, Lord Hives bestowed on Ernest (Ernie) the title 'Number One Man of Rolls-Royce', and recorded this in a presentation copy of Harold Nockold's book 'The Magic of a Name.' Ernie's father paid £100, a large sum in those days, to Rolls-Royce for him to be an indentured premium apprentice. He worked a 56 hour week, and was paid one shilling per day. He learnt about technical terms and blueprints and occasionally did his own drawings.

Royce heard about this and had Ernie join him in the pattern loft, where Royce's Decauville was stored. Ernie Mills (a fitter) and Royce took the car apart, piece by piece. Wooler says: "Each piece was handed to me, and I made a sketch of it and added the dimensions they quoted." He says he also helped the team put together the first three Cook Street Royce cars. Ernie's Indentures were changed in October 1905 from electrical engineering to automobile manufacture and claimed he was the first man sent to Derby in 1907 to help the millwright set up the machine shop. By age 21, Ernie's indentures were completed, dated 1 March 1909 and signed by John De Looze, the Company accountant. He then settled down to work for Rolls-Royce.

Ernie Wooler visited the USA in 1913, and was so impressed by US industrial efficiency, and especially the wages paid, that he obtained employment as a design engineer for Continental Motors, then chief engineer for the Cleveland Automobile Company, later the Timken Roller Bearing Company, then the Bower Roller Bearing Company. He subsequently worked for Packard when they built the Merlin aircraft engines and made a visit to the UK during WW II as a consulting engineer. Rolls-Royce Ltd. was having trouble with the propeller reduction gear roller bearings for the Merlin engine and Rolls-Royce man Maurice Olley asked Ernie to solve the problem. Wooler had several bearing patents and was clearly an expert in this area, as his 1938 'CUSHIONED ROLLER BEARING AND MOUNTING' U.S. patent (assigned to Timken) shows.

Wooler said at the time that his reunion with some of his original Rolls-Royce co-workers and others in the now "tremendous Organisation was one of the outstanding episodes of my career". He retired to live in Florida immediately after the end of WW II and bought some real estate there. He helped to create the township of Pompano, was elected Mayor, and managed a successful 'racket busting operation.'

Margaret and I first met the Woolers at the Rolls-Royce Owners' Club of America Annual Rally at Natural Bridge, Virginia (August 26, 27 & 28, 1960). It was at this rally that Ernie and his wife Gert were listed as being 'Registered Without Car.' So were Dr and Mrs Barrie Gillings and Dr and Mrs Don Beck,



Ernest Wooler's U.S. Patent 2,141,155 for a cushioned roller bearing and mounting, granted 20 December 1938

two dentists and their wives from Australia and New Zealand respectively. Anyone doubting this should view the top right picture on page 465 of the *Flying Lady* and see R.G. Burkhardt playing a hurdy gurdy, Ernie Wooler clowning, and Don Beck, Margaret Gillings and Gert observing (She was four inches shorter than Ernie, who was 5 feet 4 inches tall) and here reproduced for your convenience. Dr Gillings is not pictured, as he was taking the picture. Not discarding printed material is the rule in the



(From left) R.G. Burkhardt and hurdy-gurdy, Ernest Wooler, Don Beck, Margaret Gillings and Gert Wooler

Gillings household, and by keeping membership directories of the RROC Inc from 1956 to 2014, (and *TFL* from 1951) I can state with complete confidence that Ernest Wooler was a Florida-listed member from 1957 to 1969, but not, however, as a Rolls-Royce owner. He may have joined earlier, but I don't have the relevant

records. He does not appear in the 1970 membership list, not because he had lost interest in Rolls-Royce, but because, in R-R-speak, he had 'failed to proceed'.

Not discarding colour slides is another Gillings trait, so we can supply pictures of the 1960 Natural Bridge RROC Inc Rally.

were also built by Straker-Squire, it is clear to me that he telling the truth when he said he was instrumental in the adoption of the intertwined "SS."

Ernie Wooler used to send the Gillings family occasional letters and Christmas greetings. We found a particularly informative one while doing research for this story. It is dated December 14,



Ernest and Gert Wooler talking to Margaret Gillings and Dr Donald Beck



Ernest and Gert in earnest conversation with the then RROC Inc. President, Frank Hand. Notice that Frank has an all-finger grasp of his glass, but Ernie uses only finger and thumb. Was this demonstrating manual dexterity or guarding against spillage?

A tourist attraction at Natural Bridge, apart from the Bridge itself (a huge limestone arch over the main road), was the Museum of Motoring Memories. This contained a nicely organised display of 'collector cars', but no Rolls-Royces. The item of interest to us was the Cleveland, which readers with a good short-term memory will recall employed Ernie as Chief Engineer (see above). So here he is, admiring a car that he had a hand in designing. He also had a tendency to tell you things that might have been a mite exaggerated. There is a car known as the Straker-Squire, which has as its radiator badge a shape and style strongly reminiscent of another radiator badge known to all readers. The car was English, and made from 1910 to 1926. Ernest Wooler implied to the writer, perhaps with tongue in cheek, that it was he was instrumental in its design, and, knowing that Ernie would have worked on the Rolls-Royce Eagle aeroplane engines, which



The sumptuous presentation dinner offered great variety, and shows all the people previously mentioned, plus Patricia Beck



Ernest Wooler with a Cleveland, a car which he had a hand in designing



The Straker-Squire radiator badge. Tim Nicholson, writing in Georgano's "Complete Encyclopedia of Motorcars 1885-1968" noted that the Straker-Squire had a 4-litre engine closely resembling the Rolls-Royce Eagle aero-engine, which Straker-Squire had built during World War 1.

1966, three years before he died, and tells of a visit by a friend from the UK, Tim Barrington, who admired Ernie's 1943 record 8 foot 1 1/2 inch Sailfish over his living room window. Ernie took Tim fishing, but they caught much smaller ones.

His Christmas letter continued: 'Ernie went to England every two years to visit his sister, and also to visit Rolls-Royce friends in and around Derby. He also played golf three times a week'. The letter continued with an account of Gert's broken hip and its metal replacement, which prevented their annual visit to their cabin in the mountains to escape the hot Florida summer. They experienced Hurricane Alma in June and the killer Inez in October, then repainted their sandblasted house. The Woolers were clearly 'comfortable.'

Their Christmas letter is special to us because he handwrote, in red ink, that he attended: "the R-R 1964 60th Anniversary Pageant at Goodwood, and drove a 3 cylinder car I helped build in 1905", adding a suggestion that we refer to C.W. Morton's book A HISTORY OF ROLLS-ROYCE MOTOR CARS. He did not, however, suggest that we read the reference to him at page 265, but we did, and found that when the V8 Legalimit chassis was scrapped, "being a lad with ideas, he thought that a block of two cylinders and a couple of pistons and con rods could be a good start for a rather natty motor cycle engine." So he souvenired them. This was discovered, and he got "yet another good dressing down from the shop foreman, George Bagnall".

Ernie had many friends and colleagues, and commented in his Christmas letter to us that he had been mailing "about 250



of them for ten years or so", and that he remembered the RROC Inc Natural Bridge meeting of 1960. In all his correspondence with us, and probably with many others, he signed with an unconventional logo which reflected his skills as a draughtsman and his Puckish sense of humour. If you look carefully at the image opposite, you will be able to read ERNEST across the top, and WOOLER by combining the chin with the

glasses, nose and mouth. He was a unique individual, with many skills, creative, imaginative, sociable and a delight to know. I feel privileged to have met him.

Corrections to Magazine 14-6

Dear Mr King,

Brian McMillan very kindly forwarded Issue 14-6 to me, knowing of my interest in things Aston Martin and, in particular, my abiding interest, for the last 50 years or more, in the Bamford & Martin Ltd era. I found your piece to be very interesting, but just wanted to correct a couple of captions.

On Page 13, under the refuelling of car No 8: The refueller is, in fact Herbert J. Bentley, Gallop's riding mechanic. Clive is crouched over the other side, replenishing the oil. I attach a picture of Gallop in 'Bunny.'

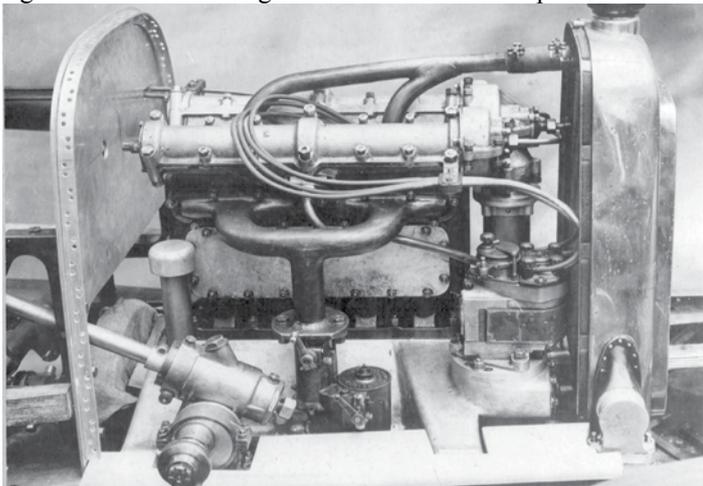
The other is under the twin-cam engine on Page 14: This is a picture of the Hon. John Roby Benson's engine, which is an eight valve unit he designed in 1924. I attach a photo of the 16

valve engine used in 1922.

The performances of the GP cars at Strasbourg was quite remarkable since, not only were their engines short of 500cc compared to all the other the cars, but they also had to carry ballast to make their weight up to the Grand Prix minimum.

It has been suggested that Benson originally got on well with Lionel and Kate, but as the company's finances got worse, the Charnwoods became more and more disenchanted with Lionel's handling of the Company, bringing about 'fall-out' and the eventual court case.

Kind regards,
Neil F. Murray





Ed Pollard with the family 20/25, chassis GNS30. This started life as a Barker Sedan de Ville but, when they bought it, the chassis carried a saloon of unknown parentage and in very poor condition. This made it acceptable to build a drop head coupé, labelled as being "in the style of Park Ward."

Tucked away in a garage next to his home overlooking the Waitemata waters, Ed Pollard spends a good deal of his leisure time lovingly restoring a Phantom III. I suspect he would like to spend a quantity of his working hours as well on this project. I went to visit him recently one sunny but windy afternoon, wanting to commence an immediate discussion with him about his life with Rolls-Royces, but no, he was more interested in showing me the intricacies of his Phantom chassis. Nobody I know has ever entered Alladin's cave; however entering his garage I believe could engender a similar reaction. Here was a sanctuary of sorts, a sanctuary where great machines and parts thereof from the past were closeted. There must be, I am sure, humble garages across these islands of ours housing similar fascinating machines.

It was my first opportunity to examine closely the mechanical complexities of this model. Ed made the wry comment that the engineers must have been tearing their hair out when attempting to follow the dictum of the designers for the specifications. Ed was totally in his element, explaining to me all the mechanical devices on board. There was the hydraulic jacking system; the one shot lubrication; the suspension damping device; and the three stage engine starting arrangement. The former two devices I was familiar with because of my Riley background. Here, though, was an engineer who, having already rebuilt a Rolls-Royce 20/25, was immersed in the pleasures of bringing back to life a great piece of machinery. In fact, the more complicated the systems in the chassis, the greater the appeal to Ed. I asked him why he was doing the project. Wasn't one Rolls-Royce enough? But no, Ed really relished the achievement of getting all the mechanical systems back in working order. For sure, ultimately, there would be the joy of one day driving it. I guess one has to be impressed, amazed even, by all the needle roller bearings in moving parts such as brake levers and actuators, and all front suspension arms. No mere shafts and bushes here; too much lost movement! Without the one shot lubrication system an owner or mechanic would have to put in the hours keeping the bearings fed with oil. No other car built at the time was manufactured in this way. Apparently such was the labour and parts cost of building one of these in the factory, that Rolls-Royce made a loss on each

car. Why then did the firm continue building them? Maybe the company had its reputation to treasure, 'Best Car in the World,' and that meant no cutting of corners. Fortunately the firm had the profits from the Merlin engine to fall back on. An intriguing thought occurs to me; how is the highest level of quality and potential reliability achieved in the production of a Phantom chassis? Is it the result of Crewe assembly workers and engineers working to a time constraint, or that of an enthusiast like Ed who is able to dedicate hundreds of hours and a loving touch to the enterprise?

Nearby in the garage sat the partly restored Barker body originating from the U. S. A. This will eventually be reunited with its original chassis, number 3AX33, which Ed has substantially rebuilt. Outside under cover was another chassis, number 3BT51, including the V12 engine which Ed plans to use, possibly after a rebuild. This combo had come from England. The V12 motor initially, after production, showed up as having had problems with overheating and hydraulic valve lifters, but these were largely sorted during production.

I know there is an Auckland group of enthusiasts who go under the auspices of 'The Six Pot Club', maybe one day there will be formed a 'Twelve Pot Club' which may appeal to Ed and others. Certainly we must recognise that with the advent of the internet, complex car restorations of any marque must have been enhanced. Ed has found also that the U. K. has been a vital source of parts, whilst American members have produced a hefty manual on Phantom restorations, and produce some replica spares.

We spent some time admiring the qualities of his 1930 20/25. This car he had acquired twenty-five years ago, but the body was not original and looked rather horrible, so he had spent ten years rebuilding it as a four seater coupé. We had some pleasurable moments discussing the styling, such as convex curves, bonnet to cabin to boot proportions and waft-ability lines. There were four stages to that project; first he had to find what the body he wanted looked like, and then find one to copy. Next, Ed had to work out how to reproduce it. At this point a computer C.A.D. program was instrumental in assisting him with the design, and finally he had to make the body himself. Ed was able to show me the factory

build cards for this car and he even had the L.O.P, - the “list of parts” – taken from the factory shelves and installed in the car he now owns.

The club should cherish members like Ed Pollard for their dedication in rebuilding, maintaining and driving these long time ago cars from which our Clouds, Silver Shadows, and Bentley Continentals are mere descendants.

Ed has a family who enjoy forays on Auckland roads in the 20/25, so much so that the number of waves they receive in a short city ride can number in the hundreds. He has complete faith in his car; he knows it will always get him to his destination, but although it will happily cruise at 90-100 km, he is mindful of holding up traffic.

As to the future, you could say Ed has come a long way from his first exposure to Rolls-Royces. As a youngster working after school, in a Tokoroa garage at the time of the 1963 Royal Tour, he took the opportunity to actually sit on the back seat of the Queen’s limousine which was parked up overnight in the showroom while being repositioned for the next stage of the tour. We think that event kicked-started his passion for fine cars. From there he bought a Jaguar 1½ litre, then promoted himself to a 20/25. Ed ponders at times on other possibilities; he has limited storage but a B80 engine installed in his spare Phantom chassis or a Meteor motor even! How is that for ambition?



(Clockwise from Above) The partially restored Barker Touring Limousine, which will go back on its original chassis, 3AX33. (Below and Bottom) The engine of 20/25 GNS30, and the front passenger’s view.

(Left) The not quite rolling chassis 3AX33, with Our Intrepid Photographer’s image in the radiator shell.





The Bentley GT Speed 12 on a fine stretch of road which could be in New Zealand

In December last year, Bentley Motors announced the latest phase in the Company's site development at Crewe. A new research and development centre, measuring over 45,000m², will include a dedicated styling studio, research and development offices and a technical workshop. The facilities will house 1,300 Bentley engineers, and work on the new developments will commence shortly. Including these latest developments, Bentley has now announced the creation of over 950 jobs in the past 18 months, during which time the business has produced record sales.

In 2013, Bentley delivered more cars than ever before, 10,120, and in 2014 11,020 cars were delivered, a 9% growth on the 2013 figure. Bentley's biggest market in 2014 was the Americas, with 3,186 cars, or 29% of total global deliveries. China remained the second biggest Bentley market, with 2,670 cars delivered in total over the year, against the previous year of 2,191 cars. In Europe, deliveries were up by 4%, with 1,539 cars, and in Bentley's home market, Great Britain, 1,387 cars, were built, a slight increase from the 2013 total. This means that 87% of Bentley's cars were exported from England.

Bentley's growing presence in the Middle East and Asia Pacific resulted in deliveries hitting a record high in both markets. In the Middle East, Bentley's flagship model, the Mulsanne, sold 1,263 cars, a 7% increase from 2013.

In Asia and the Pacific, deliveries rose by 48% on the previous year, with 669 cars delivered in 2014, against 452 cars in 2013, driven by success of the two-door Continental GT model line. There was growth in Japan of 5%, with 306 cars sold.

At the Detroit Motor Show on 9 January, Wolfgang Dürheimer, the Chief Executive Officer of Bentley Motors, announced the name of the Sports Utility Vehicle which will go on sale in 2016. It will be called the Bentayga, named for the 1400 metre mountain peak, Roque Bentayga, in the Canary Islands. Although the bodies will come to Crewe from the joint Group S.U.V. factory in Slovakia, they will be painted and trimmed in Crewe. The body will use some aluminium in its construction to save weight.

In Detroit, the Mulsanne Speed was on show, together with the Continental GT Speed convertible and the Flying Spur. The Mulsanne Speed has 395 kW (530 bhp) and 100 Nm (811 lb ft), with selectable sports suspension and steering on demand. The re-engineered power train, featuring Bentley's 6.75 litre twin-turbo V8, propels the Mulsanne Speed to 100 km/h in 4.9 seconds, and to a top speed of 190 mph (305 km/h). This is achieved with improved efficiency, a 13% gain meaning a range extended by

80 km.

The Continental GT Speed Convertible's 6 litre twin-turbo W12 engine now develops 467kW (626 bhp) and 820 Nm torque. The new Bentley GT Speed coupé reaches a top speed of 206 mph (331 km/h), the fastest production Bentley ever, while the convertible reaches 203 mph (327 km/h).

At Bentley Auckland the Continental GT Speed model shows the new developments; the sharp front splitter, side skirts and rear diffuser of the Mulliner Styling Specification, finished to match the exterior paint colour, and a dark tint finish is applied to the 21" Speed wheel design, headlamps and tail lamps. The new appearance is further complemented by red-painted brake callipers and chromium "Speed" badge is fitted to the front mudguards, while inside the cabin there is a new colour split on the Speed models.

The Flying Spur at Detroit featured, as well as the expected interior luxury features of leather and wood, a hand-held Touch Screen Remote allows rear cabin occupants to control an extensive range of features from their seats; an optional Rear Seat Entertainment suite includes two 10" LCD screens, DVD players, wireless headphones and an on-board hard-drive jukebox, plus the options of full Wi-Fi connectivity and an 1100W Naim for Bentley sound system. The Flying Spur has Bentley's 6 litre, twin turbo W12 engine, and more power than any other Bentley four-door in history, with 616 bhp and 800 Nm of torque. It has a 14% improvement in the power-to-weight ratio over the previous generation Flying Spur, ensuring a 0-60 mph time of 4.3 seconds, and a top-speed of 200 mph (322 km/h).



A side vent of the Bentley SUV, to be named Bentayga, is shaped to look like the distinct Bentley flying "B" logo.



Three views of the Phantom Drop-head Coupé, showing details of the deck when the hood is retracted, details of the interior marquetrie, and the car in profile. The fourth image is of a Wraith, photographed recently in Rolls-Royce Motor Cars' Auckland showroom.

Torsten Müller-Ötvös, the Chief Executive Officer of Rolls-Royce Motor Cars, reported that 2014 was the fifth consecutive year of record growth, and for the first time in the Company's 111-year history, more than 4,000 cars were sold.

The Rolls-Royce Maharaja Phantom Drop-head Coupé was created exclusively for customers in Dubai, and was unveiled at an Indian-themed evening event held in celebration of the car's arrival at the AGMC (Arabian Gulf Mechanical Centre, the BMW distribution centre for the Gulf Region) Rolls-Royce showroom.

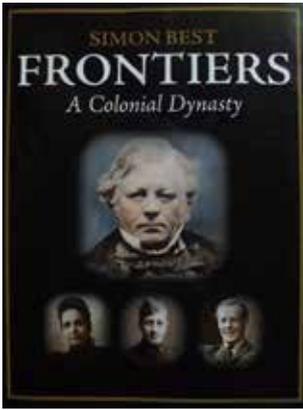
Inspired by the Golden Age of the Raja, this model was conceived and hand-crafted by specialists at Rolls-Royce in Goodwood, England, in honour of India's affinity with the marque. 100 years ago, India's princes and maharajas collectively engaged in what is described as one of the world's longest relationships with one automobile manufacturer. Over a period of five decades, the Maharajas purchased over 840 unique Rolls-Royce cars.

"Dubai is the only market in the world to receive this extraordinary, one-of-a-kind Phantom Drop-head Coupé, which has been two years in the making – not only an incredible coup for us, but also a strong reflection of the importance that Rolls-Royce Motor Cars places on this market," explained Osman Abdelmoneim, General Manager at AGMC. "Our customers demand the best, the extraordinary and the unique. Such attributes are the hallmarks of every Rolls-Royce motor car, and are particularly evident in the Rolls-Royce Maharaja Phantom Drop-head Coupé," he added.

Many subtle touches have been added to the Rolls-Royce Phantom Coupé to bring the Golden Age of the Raja alive in this model. The exterior is in "carrara white," with a peacock emblem, the national bird of India, completing an emerald green coach-line. A deep green hood retracts to reveal a deck with a peacock emblem integrated into the marquetrie to complement the peacock detail on the bonnet. The interior continues the colour theme by combining crème light leather with emerald green accents, complemented by marquetrie inlay on the fascia panel top and arm rests. More peacock emblems are embroidered into the headrests in emerald green and cobalt blue, as well as a peacock feather pattern in "seashell" stitching on the side and central armrests. The Maharaja Peacock clock complements the interior colours with cobalt blue and jade elements.

Phantom was created by Rolls-Royce with the desire to build the best car in the world, and as such is a vehicle designed without compromise, although it can be further customised to the customer's choice.





**FRONTIERS –
A COLONIAL DYNASTY**
By Simon Best

Steele Roberts,
Box 9321, Wellington
First published 2013
Soft-bound 19 cm by 24.5 cm, 431
pages
Numerous colour and black-and-
white illustrations

ISBN 978-1-927242-21-6 \$NZ55
What relevance has “A Colonial
History” to Rolls-Royce? Well, a
great deal, actually. It is an extraor-
dinary story, covering New Zealand’s

earliest colonial history; ownership of Rolls-Royce cars; friendship and business partnership with one of the most important motoring sport characters of the pre-Great War era; early flying; Maori ancestry; and the awarding of the first aviation Victoria Cross, just at the time of the disastrous Gallipoli Campaign almost 100 years ago. Who better to write the book than Simon Best, whose own life’s occupations alone could be described as “extraordinary,” comprising “in chronological order: Two years National Service in the RAF (as an erk), a year contract fencing in the Wairarapa and another in Northland, two years as a New Zealand Forest Service hunter, one year as a New Zealand Broadcasting Service copywriter, four years as a crocodile shooter in North Australia, and 35-odd (very odd) years as an archaeologist in New Zealand and the Pacific”? Many people have dabbled in research on this subject, but Best has brought this book to print, at his own expense; it is a great achievement. The amount of research, including six trips to Britain, which has gone into “Frontiers” is formidable; there are 12 pages of Bibliography, 48 pages of notes, and of course a good index.

William Barnard Rhodes (1807-78) was a Yorkshireman who went to sea at an early age, and by the age of 25 he was master of his own ship. He sold this ship when in New South Wales and bought land there, but in 1836 was offered the command of the barque *Australia* for a whaling voyage to New Zealand. He never returned to England, but was eventually joined by three other brothers, who all prospered and became major land-holders in both islands; William’s intention was to sell off the vast areas he had bought from Maori chiefs in small portions to the European settlers whom he expected to flock to the new colony. The Rhodes brothers’ impact upon New Zealand is still to be seen, in plaques on early church walls, place names, and the distinctive architecture on public buildings around Canterbury, bequeathed by Robert Heaton Rhodes.

William Rhodes married twice. His first wife, Sarah, died early after several miscarriages, and he married Sarah Ann Moorhouse, the daughter of another well known family in early New Zealand. Along the way he acquired a daughter, whose Maori identity was established by a Waitangi Tribunal researcher. She was named Mary Ann Rhodes, born about 1852, and had as comfortable a childhood as the customs and mores of those days enabled her. She was an accomplished artist and musician, and in 1881 travelled to Europe with her step-mother. Both Sarah Ann and William were devoted to Mary Ann, but the Maori ancestry was ignored. Inheritance by a woman in Victorian times was somewhat tenuous, and Rhodes’s will included contradictions, but at a Privy Council hearing the will was resolved, leaving Mary Ann considerable wealth.

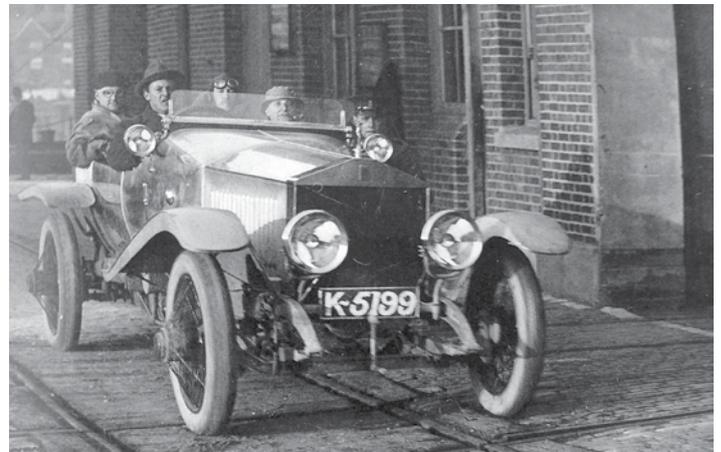
Despite family opposition, Sarah Ann’s older brother Edward Moorhouse (1834-1917) mended his wayward habits, and at the age of 49 was accepted by Mary Ann, to marry in July 1883 at St Paul’s Cathedral in Wellington. The next month they left New Zealand by steamship for San Francisco, train across to New York, and eventually England. Moorhouse’s main interest was fox-hunting, and the family’s life was spent among leased country houses and in London in the off-season.

Four children were born, and all acquired the Rhodes

name, hyphenated with Moorhouse, in order to inherit the considerable Rhodes fortune. Here, then were four children, brought up in a secure Victorian environment, unaware of their Maori ancestry until they discovered it in 1908.

William Barnard Rhodes-Moorhouse was born in 1887, and was obsessed by speed, both on the ground and in the air. During a New Zealand visit in 1907 he raced a motorcycle along New Brighton Beach, near Christchurch, and killed a small boy. The family paid the dead boy’s family £250, and Rhodes-Moorhouse quietly left the country. He was involved in several scandals back in England, involving manslaughter while engaging in Furious Driving. A suggestion that he may have been involved in spying for Britain before the Great War is surely not credible, given his impetuous behaviour. After he married Linda Morrill (1886-1973), who had no less extraordinary a life, noted in her memoirs *Kaleidoscope* (Arthur Barker Ltd, 1961), he settled down to fond fatherhood, and their son, William Henry Rhodes-Moorhouse was born in 1914.

W.B. Rhodes-Moorhouse, known to his friends as Will, came down from Cambridge after a time there as an undergraduate; he felt that time wasted, but made up for it by learning to fly, taking



James Radley's 40/50 hp, chassis 2521, during a record-breaking run of 26 hours 4 minutes from London to Monte Carlo, 3-4 November 1913. Such runs were regarded as pranks, and Radley was widely criticised. His crew were H.A. "Tubby" Ward with W.B. Rhodes-Moorhouse in the rear seat, and Lt T.G. Hetherington beside Radley.

This illustration is from John Fasal's, Tom Clarke's and Bryan Goodman's "The Edwardian Rolls-Royce" (Fasal, Oxford, 1994)

part in aviation competitions in Britain and Europe, building aeroplanes in partnership with his friend James Radley, and enjoying his Austro-Daimler racing car along with his two Rolls-Royce 40/50 hp, chassis 1571 and 2281.

With the coming of the Great War, Rhodes-Moorhouse was commissioned into the Royal Flying Corps, but his short life ended when he was fatally injured when flying on a bombing raid in France in his BE2C aeroplane on almost the first Anzac Day, 26 April 1915, dying of his wounds the next day, and being awarded the first aviation Victoria Cross, albeit posthumously.

After his death, Linda and their son led a somewhat peripatetic life of flying, winter sports, and big game hunting, before W.H. Rhodes-Moorhouse married in 1936. He was a member of 601 Squadron of the Auxiliary Air Force, an organisation of wealthy young pilots, but, despite his combat experience and the awarding of a Distinguished Flying Cross, his Hawker Hurricane was shot down, and he died on 6 September 1940.

It is a sad story, but told dispassionately and well by Simon Best. The descendants of W.B. Rhodes-Moorhouse’s siblings have set up a charitable trust, the W.B. Rhodes-Moorhouse VC Trust, which, together with the Rhodes’ Wellington College Scholarship, provides help to students of flying and engineering, as well as the RAF Benevolent Fund, and the Blond McIndoe Centre, which continues Sir Archibald’s burns research. This is an important book, and it needs to be on our shelves. ATK



The Unlimiteds go flashing through the racecourse, engines howling, air shearing, heat waves streaming. Four hundred eighty miles an hour is 8 miles a minute, and the elite racers take about 70 seconds to cover the 9.1 mile Reno course. If you could take a souped up P-51 “Mustang” racer flying the circuit at Reno, slow time down, and examine just one second, what would you find?

In that one second, the V-12 Rolls-Royce Merlin engine would have gone through 60 revolutions, with each of the 48 valves slamming open and closed 30 times. The twenty four spark plugs have fired 720 times. Each piston has travelled a total of 60 feet in linear distance at an average speed of 41 miles per hour, with the direction of movement reversing 180 degrees after every 6 inches. Three hundred and sixty power pulses have been transmitted to the crankshaft, making 360 sonic booms as the exhaust gas is expelled from the cylinder with a velocity exceeding the speed of sound. The water pump impeller has spun 90 revolutions, sending 4 gallons of coolant surging through the engine and radiators. The oil pumps have forced 47 fluid ounces, roughly one-third gallon, of

oil through the engine, oil cooler, and oil tank, scavenging heat and lubricating the flailing machinery. The supercharger rotor has completed 348 revolutions, its rim spinning at Mach 1, forcing 4.2 pounds or 55 cubic feet of ambient air into the combustion chambers under 3 atmospheres of boost pressure. Around 9 fluid ounces of high octane aviation fuel, 7843 BTUs’ worth of energy, has been injected into the carburettor along with 5.3 fluid ounces of methanol/water anti-detonant injection fluid. Perhaps 1/8 fluid ounce of engine oil has been either combusted or blown overboard via the crankcase breather tube. Over 1.65 million foot pounds of work have been done, the equivalent of lifting a station wagon to the top of the Statue of Liberty.

In that one second, the hard-running Merlin has turned the propeller through 25 complete revolutions, with each of the blade tips having arced through a distance of 884 feet at a rotational velocity of 0.8 Mach. Fifteen fluid ounces of spray bar water has been atomized and spread across the face of the radiator to accelerate the transfer of waste heat from the cooling system to the atmosphere.

In that one second, the aircraft itself has travelled 704 feet, close to 1/8 mile, or roughly 1.5% of a single lap. The pilot’s heart has taken 1.5 beats, pumping 5.4 fluid ounces of blood through his body at a peak pressure of 4.7 inches of mercury over ambient pressure. Our pilot happened to inspire during our measured second, inhaling approximately 30 cubic inches (0.5 litre) of oxygen from the on-board system, and 2.4 million, yes million, new red blood cells have been formed in the pilot’s bone marrow.

In just one second, an amazing sequence of events have taken place beneath those polished cowlings and visored helmets. It’s the world’s fastest motorsport. Don’t blink!



Technical - Reprinted from Roy Tilley’s Advice

Those Pesky Warning Lights on Silver Shadows and Their Descendents

Quick Brake Sphere Accumulator Test

Here’s how to do it:

- Drive the car for several miles to get the brake pressures up to normal. No alarm lights should be showing.
- Stop the car and turn off the engine.
- Turn the key back on, but do not start the engine. Press on the brake pedal as if it is a normal stop.
- Do it again and again, and count the number of pumps before the alarm lights come on.
- If you get more than 30 pumps of the brake pedal, you are in good shape. If you get more than 20 pumps, it is tolerable. If you get 10 or fewer pumps before the lights come on, the car needs new accumulators.
- A real shop will use a pressure gauge to do this, but you can get pretty close yourself by this method.

The test takes about 2 minutes to do, and eases the conscience considerably.

(Below) And they’re such nice, bright, bulbs too.



Eileen McMillan

Nigel Price



Eileen McMillan as we will remember her.

Photograph from Bridget McMillan

Eileen McMillan died peacefully on the morning of 14 January at the Hospice South Canterbury in Timaru, after an illness which had become unbearably painful, so it was perhaps a relief to have the release.

We first noticed Eileen as a very attractive young lady, who rode a potent overhead camshaft 350 cc Velocette KTT spiritedly up the Otago branch of the Vintage Car Club of New Zealand’s annual hill-climb, held at the Invermay DSIR research laboratory. A gravel hill; the weather was always brilliant; and we were all young. Those days have passed, but will always be firmly lodged in our memories.

Eileen worked as Librarian for the Otago Catchment Board, where her boss was Gordon Sharpe, a very early member of the Vintage Car Club of New Zealand. Gordon and his brother-in-law Andrew Anderson shared ownership of the 4½ litre Bentley Park Ward Saloon, Chassis DS3559, so perhaps that is where Eileen’s interest in motoring history started.

Eileen’s maiden name was MacRae, and she was always active in the Clan MacRae Society of Australia and New Zealand, being awarded Life Membership in 2008.

When she met Malcolm another life started. It was a second marriage for both of them, and a very close one. They motored great distances in their Mark VI Bentley, chassis B55LH, and this also served as Eileen’s comfy chair, as she would be ensconced with her book of the day if there was no other activity which required her presence.

Malcolm and Eileen each raced the 2½ litre Riley-based Ransley III for many years, and after its supercharger was reinstated it became very potent. Eileen had a bad accident at the Dunedin Wharf Circuit in it; it flipped, and she sheltered under its roll-bar while petrol poured freely over her.

After her retirement from her library career, and Malcolm’s from his at Otago Dental School, they moved to Lake Ohau Village, where their home was a comfortable haven for visitors – and books. Eileen was a keen author, with motor racing and family history books published. Her interest in the heritage of the Southern Lakes led her to record details from the life of a local resident, Mrs Mary Weatherall. This eventually resulted in Eileen’s writing, and publishing, her magnificent 508 page hard-bound history of the area, entitled *A Frugal Country, and Hard on the Boots*. It was printed in Invercargill, with a run of 400 copies. There may be still a very few copies still available; on our most recent visit to the McMillans’ “local,” a copy was in the cabinet at the Lake Ohau Lodge reception desk; it is ISBN 978-0-473-22136-2.

In 2014 Eileen and Malcolm were presented with Waitaki Citizens Award, for services to Conservation and Community in the Ohau area. She will be missed, but her wisdom and warm smile will always be remembered by her family, and by her wide circle of friends. A celebration of Eileen’s life will be held from 2 pm on Saturday 31 January at Lake Ohau Lodge.



Margaret Gillings’s photographs of Nigel, as Margaret says, “doing what he loved best; looking after his 1924 Silver Ghost 57AU” also seen in 2008 on the Tri-State (NSW, Vic & SA) Overlander to the Barossa Federal Rally.



Nigel Price died peacefully at home on 15 January, after the savage but fast onslaught of a brain tumour. This could not be alleviated by the operation, but he and Jane made the best of the time they had left together, and recently travelled to see their Christchurch friends.

Nigel was one of that second generation of Vintage enthusiasts, fortunate to be inspired by the wonderful bunch who first discovered the cars of that era. He originally trained as a school teacher, but was able to turn to building, car restoration, and real estate, as well as tobacco farming at the quite remote Sandy Bay, beyond Kaiteiteri Beach. There he and his young family were visited about 1961 by his vintage friends Ron Hasell, Gavin Bain, Brian Brown and Ted Loversidge, who have helped, along with Bob Beardsley and Geoff Walls, in compiling this tribute to Nigel. Pippies from the beach were cooked in the copper clothes washer, helpfully located outdoors.

After returning to Christchurch, he arranged to buy the Vauxhall parts which his friend Brian Brown had accumulated in Australia, travelling there to arrange their shipment home. In those days the journey was not the convenient 3 hours, but 3 days by ship, and there were no convenient containers either. The Vauxhalls, all designed by L.H. Pomeroy, were his great passion; an A Type, a Prince Henry, and an “O.E.” 30/98. He completed the restoration of the latter two. After he met Jane they spent a great deal of time in Australia, acquiring the 1924 Silver Ghost 57AU which was sold there new, and they thoroughly enjoyed the long distance challenges which the Rolls-Royce Owners’ Club of Australia organises, and their many friends there.

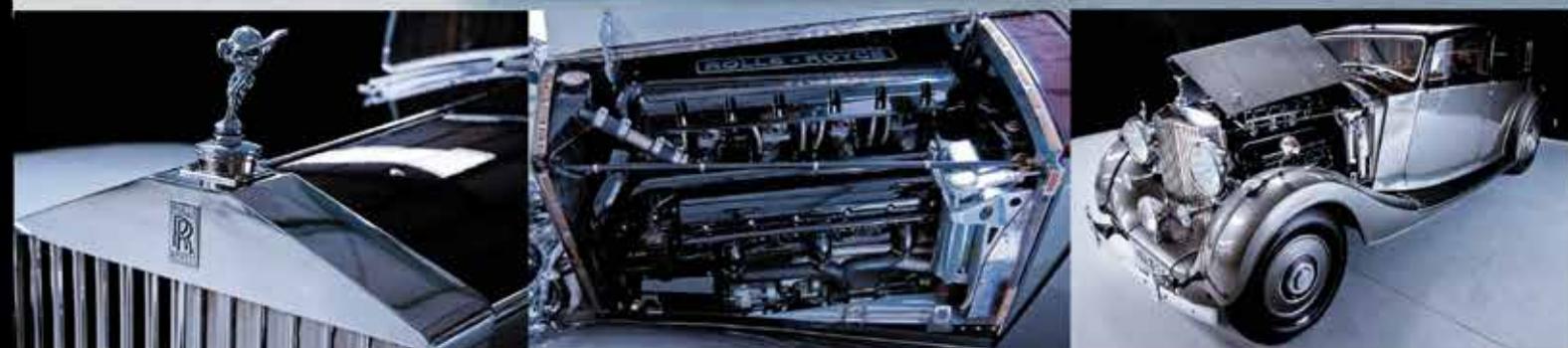
In 1989 he and Jane were about the first to introduce Coffee as we now know it, under their brand Pomeroy’s. Very much a local Nelson treasure in those days, we found an outlet in Johnsonville (as Denis Glover of course promised us) during a Wellington visit, and on opening the car boot at the hotel the aroma will always be remembered.

A celebration of Nigel’s life will be held at WOW Museum in Nelson on Friday 23 January, and Jane will take his ashes there on the passenger seat of the Bentley Azure Convertible, with a bottle of his favourite, The Grange beside him.



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longer than the Silver Spirit.

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1993 Bentley Brooklands, Dark Blue, 6750cc v8,
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1990 Rolls Royce Silver Spur II in Dark Blue.



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car & much more



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In Case You're Offered a Bentley With a Slight List to Starboard

David Merryweather noticed this item in the *New Zealand Herald*.

A car carrier stranded next to a busy shipping lane off the English coast was grounded deliberately to prevent it from capsizing, its owners said. The 51,000 tonne *Hoegh Osaka* became stricken on the Bramble Bank between Southampton and the Isle of Wight after it sailed from the Hampshire port with its cargo of 1400 cars. The incident prompted a major rescue operation with the 24 crew members and a pilot having to be taken to safety by lifeboats and Coastguard helicopter. Two people suffered non-life-threatening injuries and were taken to a hospital.

The 180m Singapore registered ship is listing at 52 degrees and the salvage operation is expected to take days, possibly weeks. A 200m exclusion zone has been set up around the ship to prevent small vessels interfering with the tugs and other shipping. The stricken cargo ship was carrying a large fleet of Bentley cars destined for Bremerhaven, Germany's import base for top-of-the-range cars. Ingar Skjaker, chief executive of Hoegh Autoliners, which owns the vessel, said no oil had leaked from the vessel, and preventing environmental impact was his chief priority.

"Our vessel developed a severe list shortly after she left port, and the pilot and the master took the decision to save the vessel and its crew by grounding her on the bank. This showed great skill and seamanship on behalf of our crew when faced with such challenging circumstances. At this stage it is too early to speculate on the cause of the list, but we are starting an immediate investigation. Right now we have serious work ahead of us in order to free the vessel from the Bramble Bank." -PA



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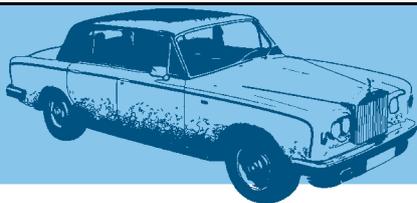
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The first seventy years in NEW ZEALAND by ROY TILLEY AND KEN WHITE

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With this magazine you should find a pre-publication order form. If however it has gone missing, please place your order by contacting Roy Tilley at the address below enclosing a cheque for \$NZ200.00 to arrive before 15 September 2014.

The anticipated total price of this book will be around \$350 per copy plus freight and gst.

You will be advised of the actual amount owing, for immediate payment and before despatch, which is expected to be in September 2014.

Alternatively payment by Paypal or by online credit to BNZ Lower Hutt account R & L Tilley, 020610.0049258.003 will be acceptable

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Mulsanne Speed fuel consumption – EU Drive Cycle in mpg (l/100 km)*: Urban 12.4 (22.8); Extra Urban 28.4 (9.9); Combined 19.3 (14.6). CO₂ Emissions 342 g/km.

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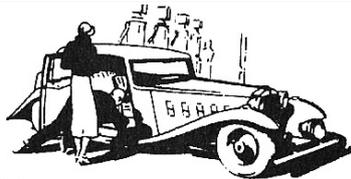
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e-mail: bernie.s@btinternet.com

CLUB CALENDAR

NATIONAL A.G.M. MASTERTON, WAIRARAPA. ANZAC WEEKEND, 25 to 27 APRIL

The Central Region invite all members to attend the National A.G.M.

The Accommodation choice is the Copthorne Hotel and Resort, at Solway Park, Masterton.

Bookings are to be made through Wendy Donnelly, Functions. 'Phone 06 370054 or functions@solway.co.nz

Please state RR&B Nat. A.G.M. There have been 30 rooms set aside for us with parking outside the room. Please book to avoid disappointment.

A Programme of Events for the Weekend and a Registration form are included in this edition of the National Magazine.

Please fill in promptly if you can and return to: Wendy Bryce, Central Region Secretary, 156 Hill Road, R.D.2 Napier, 4182.

CENTRAL REGION

Sunday 1 February: Opera at Oruawhoro Homestead www.oruawhoro.com A musical evening, featuring Dame Malvina Major

Sunday 8 February: British Car Day at Trentham Memorial Park Upper Hutt. Proceeds support Wellington Free Ambulance Service

Thursday to Sunday 19- 22 February: Art Deco Weekend, Napier www.artdeconapier.com A journey in time to the '20s and '30s

SOUTHERN REGION

SUNDAY 25 JANUARY: MARTIN VINCENT'S TRADITIONAL HOMESTEAD RUN. Martin has arranged a visit to Athel and Ann Price's property near Mayfield called "Amberside," and writes: "Recently the subject of an article in *House and Garden*, it looks beautiful with old trees and lots of walks shrubs and beds. Athel and Ann are a charming Scots couple who split their time between NZ and Scotland, and they are looking forward to our 'prestigious visit.' There will be no cover charge.

"The property is at 1066 Mayfield-Klondyke Rd, which is 1.75 hrs from Christchurch via Rakaia. We could take the Highway 72 via Rakaia Gorge and Mt Somers and then return via Thompsons Track, or vice versa. We should leave outer Christchurch by 10.15 am to arrive at noon. Those who want to travel direct from Ashburton should find the property quite easily (even without GPS)."