

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

**Issue 15-5 2015**

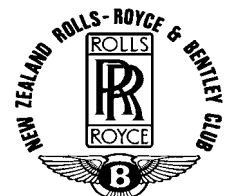




## NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC)

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### NATIONAL EXECUTIVE

**CHAIRMAN:** Don Cresswell  
26 Aputa Avenue, Te Puru, Thames 3575  
Phone 07 868 2250/Mobile 021 721 792  
[crezwell@wave.co.nz](mailto:crezwell@wave.co.nz)

**PAST CHAIRMAN:** Rob Carthew  
85A Wharewaka Road, Taupo  
Phone 07 3774117 [watcher@outlook.co.nz](mailto:watcher@outlook.co.nz)

**SECRETARY:** Naomi Neill  
773 Back Ormond Road, Gisborne 4071  
Phone 06 867 1676 [diknomi9@gmail.com](mailto:diknomi9@gmail.com)

**TREASURER:** Philip Eilenberg  
3B 21 George Street, Parnell, Auckland  
Phone: 09 374 5901/Mobile 021 928 041  
[peilenbergnz@gmail.com](mailto:peilenbergnz@gmail.com)

**MEMBERSHIP REGISTRAR:** Naomi Neill  
73 Back Ormond Road, RD1, Gisborne 4071  
Phone 06 867 1676 [diknomi9@gmail.com](mailto:diknomi9@gmail.com)

**TECHNICAL LIAISON OFFICER:** Roy Tilley  
204a Waiwhetu Road, Lower Hutt  
Phone 04 566 0850 Fax 04 586 2937  
[rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)

**MAGAZINE EDITOR:** Tom King  
191 Sparks Road, Christchurch 8025  
Phone 03 339-8309/Mobile 0275 880 767  
[the.king@xtra.co.nz](mailto:the.king@xtra.co.nz)

**WEB MASTER:** Bruce Gordon  
NZ Websites Ltd  
Phone 0800 080 500/Mobile 02108444488  
[webmaster@nzrrbc.org.nz](mailto:webmaster@nzrrbc.org.nz)

**ASSISTANT WEB MASTER:** Ian Holroyd  
P.O. Box 4678  
Mt Maunganui South 3149  
Phone 07 547 4622/Mobile 0272 977 7685  
[ian@mctours.co.nz](mailto:ian@mctours.co.nz)

**NATIONAL EVENTS CO-ORDINATOR:**  
Clive Edmonds  
156 Hill Road, RD2, Napier 4182  
Phone 06 836 6444 [clivedmonds@yahoo.com](mailto:clivedmonds@yahoo.com)

**NORTHERN REGION**  
**CHAIRMAN:** Lois Hadfield  
242 Sunnyside Road, RD3 Albany 0793  
Phone 09 448 2248/Mobile 021 637 303  
[oldie@ihug.co.nz](mailto:oldie@ihug.co.nz)

**SECRETARY:** Peter Morelli  
Phone 09 575 9351/Mobile 021 676 278  
[pnam@ihug.co.nz](mailto:pnam@ihug.co.nz)

**CENTRAL REGION**  
**CHAIRMAN:** Elliott Snelling  
2 Nola Avenue Raumati Beach, Kapiti 6010  
Phone 04 902 1899/Mobile 0274 171 290  
[snelling@paradise.net.nz](mailto:snelling@paradise.net.nz)

**SECRETARY:** Wendy Bryce  
156 Hill Road, RD2, Napier 4182  
Phone 06 836 6444  
[christinebryce@yahoo.co.nz](mailto:christinebryce@yahoo.co.nz)

**SOUTHERN REGION**  
**CHAIRMAN:** Jeremy Evans  
Box 36391 Merivale, Christchurch 8146  
Phone 03 312 9866/Mobile 021 521 088  
[jerryev@paradise.net.nz](mailto:jerryev@paradise.net.nz)

**SECRETARY:** Geoff Walls  
49C Memorial Avenue, Ilam, Christchurch  
Phone 03 332 6387/Mobile 021 817 179  
[geoff@wallsnet.nz](mailto:geoff@wallsnet.nz)

## Membership

**MEMBERSHIP** of the New Zealand Rolls-Royce & Bentley Club Inc is open to anyone with an interest in these two 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)  
Annual Membership Fee \$115.00 Family membership \$5.00

**CONTACT** Membership Registrar NZ Rolls-Royce & Bentley Club, Inc  
Naomi Neill, 773 Back Ormond Road, Gisborne 4071 Phone: (06) 867 1676  
Email: [diknomi9@gmail.com](mailto:diknomi9@gmail.com) or [www.nzrrbc.org.nz](http://www.nzrrbc.org.nz), then **APPLICATION FORM**

## Chassis Records

The Company's construction records for every Rolls-Royce, and every Bentley since 1931, through its production at Derby or Crewe, are a valuable resource for owners. They detail the original order and inspections before despatch. The records for cars over 10 years old are held by the RREC. To obtain a copy of your car's records, contact our Club's Post WW2 Technical Liaison Officer, Roy Tilley, on 04 566 0850 E-mail [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)

## Advertising

Classified advertisements pertaining to Rolls-Royce and Bentley are free to Financial Members who do not deal regularly in cars or services. Advertisements must be submitted to the Editor, Tom King, Phone 03 3398 309, e-mail [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz) 191 Sparks Road, Christchurch 8025.

Commercial advertisements will be subject to a charge to the advertiser. Colour advertisements are charged at \$135 per half page and \$270 per full page, payable to the NZRR&BC Inc.

## Mainland Comment

Please note the changes to our Masthead on this page. Naomi Neill has assumed the Membership Secretaryship, in addition to her role as National Secretary. We have enjoyed Clive Edmonds's efficient handling of the Membership roles, and thank him for his contribution. We look forward to working with Naomi, too. Our magazine 15-4 was published somewhat early, because the editorial staff travelled overseas during the normal gestation period, but we are home again, and normal publication dates for this and subsequent issues will apply.

Mainland Comment for 15-4 mentioned the possible degradation of digital information, and the necessity of ensuring that a back-up "Plan B" exists, so that data doesn't disappear. Your editor has just received a nasty shock, in that all the photographs taken during our travels, amounting to several megathings, or even giga-things, have disappeared from the camera's memory card. This was not good, but our local camera shop, where they are familiar with words like "film," managed a partial restoration.

During the period of sleep pattern disruption, some of the images had been tweaked with Adobe Photoshop®, so they survive. Since they record the photograph albums maintained by W.A. ("Roy" to his friends and family, and Rm in the Rolls-Royce nomenclature) Robotham (1899-1980) from 1924 until he retired from Rolls-Royce Limited, a certain amount of relief is felt. Through the kindness of Rm's daughter, Su Cumber, we will be publishing many of them in our magazine.

Joe Studholme was a staunch supporter of Southern Region events, and contributed his vivid memories of his father's ownership of Bentley 3 litre, chassis 348, to Katy Parish for her article in 15-4. Sadly, Joe was very ill when the article was published, but was pleased to receive a copy of the magazine. He died on 12 July, and his friend, Martin Vincent, will write a tribute to him for our next magazine.

Gwen Fowler attended Southern Region events until reduced mobility meant that her activities were curtailed, although her baking skills still kept visitors to "Shangri La," the family farm at Windwhistle, fortified. Sadly, Gwen's long life ended earlier this month, but her funeral service at Hororata Church became a celebration for the crowd which filled the church, a marquee, and the lawn outside, while the tractors and lorries which help to sustain this farming area were an appropriate presence as they rolled past. Several Club members joined Gwen's family and friends, and those who know Stephen Fowler and his sense of humour were pleased to know that it is shared by his two brothers. Their eulogies included accounts of experiments with designs for such labour-saving devices as a bean-slicer which used a Singer sewing machine motor; through the laughter there was amazement expressed that the brothers still have a total of thirty fingers, and that Gwen thought that part of bringing up three active sons was to look on indulgently as the projects bore fruit. Or didn't. Farewell to a very special person, and we won't forget you.

## Patience Izard - a Tribute by Rob Carthew

Club members will be saddened to learn of the sudden passing on 11 September of Patience Izard, the wife of well known and long serving member Richard.

Richard and Patience were married for over 60 years, and at the celebration of her life held in Taupo attended by several Club members, her family spoke of her remarkable resilience and fortitude as she and Richard battled their way through life to create a substantial and successful business. In the words of her granddaughter she didn't take any rubbish from anyone, and called a spade a spade.

Patience was a very determined lady, as all those who knew her would testify. At a young age she completed a degree in horticulture, from which arose a life-long interest in gardening, in due course leading to her designing and planting the public rose gardens in Te Awamutu (now known universally as Rosetown). She also had a strong interest in horses and horse riding, carried on today by her daughter Phillipa.

At the age of 44 she decided she wanted to qualify as a pilot, and in her normal imitable fashion achieved this with aplomb whilst amongst students less than half her age.

Richard and Patience spent many years combining business and other activities with farming, having lived for many years on farms in both the Waikato and Wellsford, the latter being known to Northern Region members of the Club as the venue for many Club rallies.

Patience shared Richard's passion for both aircraft and fine vehicles, and herself was both an accomplished commercial pilot and a skilful driver. Later in life she joined with Richard to become a very meaningful public benefactor – several communities within New Zealand having benefitted handsomely from their unstinting generosity.

Club members, particularly in the Northern Region, will miss her, and our sincere condolences go to Richard, Bill, Phillipa and the grandchildren.

## We Welcome the Following New Members:

Tony and Nicky Tripp  
Snowdon Station  
Windwhistle,  
Darfield RD2, 7572  
Telephones (03) 318 6875/ 021 068 6847  
[tonicsnowdon@xtra.co.nz](mailto:tonicsnowdon@xtra.co.nz)  
1929 4½ litre Bentley Vanden Plas Tourer, chassis NX3464

Tony Richards  
P.O. Box 251  
Whitianga 3542  
Telephone 021 192 6699  
Bentley Azure Convertible and  
Bentley Turbo "R" Saloon

Martin and Gail Goyne  
Buckland Grove vineyard  
18 O'Dwyers Road  
RD3, Blenheim 7273  
Telephone (03) 578 5225  
[gail.martin@clear.net.nz](mailto:gail.martin@clear.net.nz)  
1994 Rolls-Royce Silver Spirit III, Chassis RCH54541

Jeremy and Debbie Guest  
278 Polson Hill Drive  
Aokautere  
Palmerston North 4471  
Telephones (06) 353 8829/021 517 246  
[easylife63@xtra.co.nz](mailto:easylife63@xtra.co.nz)  
2005 Bentley Continental GT, Chassis SBCE63W45CO30399

## Club Members' Advertisements

**FOR SALE: 1976 ROLLS-ROYCE SILVER SHADOW** Chassis SRH21641 6750 cc, 58,500 km. Registered and WoFFed in excellent condition. Peacock blue with beige interior, polished timber in excellent condition. White wall tyres, bar installed along with storage glasses and drinks, dolls and ribbons for weddings in boot. \$22,000 o.n.o. Rob Laursen, 216 Naenae Road, Lower Hutt. Telephones (04) 568 9158 (work) (04) 938 3069 (home) 027 608 0892

**WANTED: ROLLS-ROYCE SILVER SHADOW SERIES II** 1977 on; will consider Series I if tidy. Vehicle needs to be rust free and cosmetically tidy. I can live with mechanical issues Please call or email: [sam@lakeseeuropean.com](mailto:sam@lakeseeuropean.com) (07) 346 3876/0273 712 058

**FOR SALE: Silver Dawn camshaft.** Good order. Make an offer.  
**Bentley R Type camshaft.** Has been lightly ground, since unused. Make an offer.  
John Stewart. Ph. 09 528 7326. Email [joma2@xtra.co.nz](mailto:joma2@xtra.co.nz)

### FOR SALE: HANDBOOKS

**Bentley Mark VI** Number X, Leaflet S.B./4/50 Full Hand-book with clip-down cover. Mint \$125  
**Bentley 4¼ Litre Mark VI** Number VII Full Hand-book with clip-down cover for Chassis B262BH. Average condition \$100  
**Bentley 4¼ Litre Mark VI** Number VIII Full Hand-book with clip-down cover for Chassis B131MB. Good condition \$100  
**Bentley R Type** with automatic gearbox Number XIV Full Hand-book with clip-down cover for Chassis B140XF NZ registration FD9200. Average condition \$75  
**Bentley R Type** with automatic gearbox Number XIV Full Hand-book with board covers, Factory Reprint September 1972. As new condition \$75  
**Bentley S Type** Number XVIII Full Hand-book with board covers, Factory Reprint 1986. Mint condition \$120  
**Bentley S Type** Full Hand-book with clip-down cover for Chassis B384BS, complete with introductory leaflet, lubrication and maintenance diagrams and r.h.d. wiring diagrams as separate items. Mint condition \$100  
**Bentley T Type and Rolls-Royce Silver Shadow** Full Hand-book for Mulliner, Park Ward 2-door, right-hand drive 1966, complete with Additional Information Leaflet and Type Information Leaflet. Excellent condition \$125  
**Bentley Original Factory Hand-books for 4½ Litre, Speed Six and 8 Litre.** Expensive  
Gavin Bain, "Waitahuna" R.D.1 Lyttelton, 8082. Phone (03) 329 9712 e-mail [fazazz@fazazz.co.nz](mailto:fazazz@fazazz.co.nz)

**WANTED:** Automotive book and brochure collections; old motoring photographs, loose or in albums; pre-1950 *Motor Sport* magazines; magazines of Vintage Sports Car Club, Rolls-Royce & Bentley Club of NZ, Rolls-Royce Owners' Club of Australia, Rolls-Royce Owners' Club, Rolls-Royce Enthusiasts' Club, Riley Register etc.  
Geoff Edwards [tubehead@xtra.co.nz](mailto:tubehead@xtra.co.nz) or 0274 338 452



## Northern Region Events — Pot-Luck Lunch 21 June Report by Richard Hadfield, Photos by Peter Morelli



*Berwick Taylor with Philip and Norma Eilenberg, comfortably ensconced in the library*

The function for June was thought up by Peter Morelli, and what a roaring success it turned out to be! Lois Hadfield (our chairman) and I had been to several Sunday lunch venues in the previous few weeks, and found that none of them really wanted to take a booking for a largish group on a Sunday, as they could easily fill their capacity with casual customers. So, in mulling it around, Peter suggested a pot luck function – “Good idea,” thought Lois but where should we hold it? “Well – your house,” was the reply... So that was decided. The function would be a pot luck lunch at the Hadfield house in Coatesville.

Lois organised three of her committee to visit the house on Saturday to move tables and chairs around in order to accommodate the 36 visitors we expected. All the food contributions were displayed on the kitchen table and the guests stood around helping themselves to the variety of drinks which were available. Lois had made a non-alcoholic fruit punch which was very much enjoyed by those who were driving home, and she made a total of four batches.



*Winsbury and Gay White are “between” Club cars at present, so brought their RMB Riley. That is Kit Maxwell’s B146KM behind it.*

All the tables were laid with linen cloths and individual linen napkins, along with plates, wine glasses and cutlery. In fact, how Lois found 36 chairs and still had a couple left over is a bit of a wonder. There were over forty candles or tea lights on the tables and every horizontal surface. After all, the mid-winter solstice was marked by our ancestors as the festival of lights when the year had turned and the daylight started to lengthen.

We had twelve in the dining room, twelve in the conservatory, seven in the morning room and five in the library. All in all it worked out well, and we all had a great time just chatting with old friends and enjoying what turned out to be a fine day, contrary to forecast expectations. Because there was ample and secure parking, many members rolled up in their best motors, including the Morellis in their 4½ litre “W.O.” Bentley, and David Merryweather in his lovely Cloud 2 Rolls-Royce. There were a couple of Shadows and a small handful of Mk VIs; in fact one of the best displays of club cars seen at a northern division function for quite a while.

## Northern Region — Ryders Cinema Gathering 16 August Report and photos by Glynn Williams

Thirty of our members and friends gathered at midday for a good old fashioned Sunday Roast and 3 veg. Many commented that the roast lunch on Sunday was one of those traditional things we did ages ago, but not in recent times.

Film of the day was the comedy, “The Fast Lady”. A 1962 film starring all our old favourite actors; Stanley Baxter, Leslie Phillips, James Robertson Justice, Julie Christie and a lot of other comedians if you kept your eyes skinned. Star of the show for us was the 1927 3/4½ Bentley, Chassis ML1505, being driven and abused in a manner which would not occur nowadays.

We were looking forward to our cone ice creams after lunch. However, in the manner of Peter Sellars’ *Balham*, “They’re off, Dear”. Aside from that, a most enjoyable outing.



*(Above) Plenty of parking for our cars (Right) Neither our current Chairman Don Cresswell nor Past Chairman Michael Midgley will welcome this photograph, but it’s too good to not publish.*



**Northern Region — Mid-Winter Dinner 17 July  
Report by Berwick Taylor, Photos by Dawn Harris**



*As the son of the Alexander Turnbull Librarian, Berwick Taylor's research skills are impeccable, even running to partaking of a lunch at the Northern Club so that suitable photographs could accompany his report on the Mid-Winter Dinner. Here is Berwick, together with B165MX, outside the Northern Club*

Northern Region members searching for a venue for a Mid Winter dinner selected the Northern Club for a Black Tie evening. In this choice we were encouraged by reading that the Central Region's winter function has been held at the Wellington Club successfully on more than one occasion.

Thus, come Friday 17 July, a keen group braved the wet and windy night, and, having shaken the moths from the tux, met in the Logan Campbell Room. The old Auckland Club and the Armed Forces Officers' Club had combined at the Northern when the Newmarket Viaduct required its land.

Our group were made very welcome, and were catered for in a manner befitting this Historic Category 1 building. It was built in 1867 as a hotel, and was rearranged for the club in 1869. Even today, on entering its portals you feel the historic association of all the distinguished New Zealanders since that time. Richard and Lois Hadfield, travelling from Coatesville, took advantage of the club accommodation overnight. Amongst others we were pleased to see Rod Hutchison, up from Christchurch with Ann; Bob and Alison Coughlan; Kit and Rina Maxwell; Kevin and Sue Williams; and Peter and Mary Morelli. Selwyn Houry cut a fine figure, along with Michael and Angela.

Several people were keen to come, but could not make it, some having escaped the winter to travel overseas.

Since we are well catered for with summer events, it is



*In New Zealand we rarely have access to over 150 years of continuous ownership, as seen in the foyer of the Northern Club*

encouraging that feedback favours the inclusion of this historic and distinguished venue in future.

## Central Region Events — Mid-Winter Dinner 19 June Report by Clive Edmonds



The Solstice Dinner at the Wellington Club on 19 June was a most successful evening. Our thanks go out to Peter Willis for hosting it, and to Judith Pinny for the organisation.

Judith also organised the following morning's visit to the Anzac exhibit at Te Papa, which proved to be an excellent outing.

## Central Region — Spring Run to the Wairarapa 6 September Report by Doug Majors, Photographs by Roy Tilley

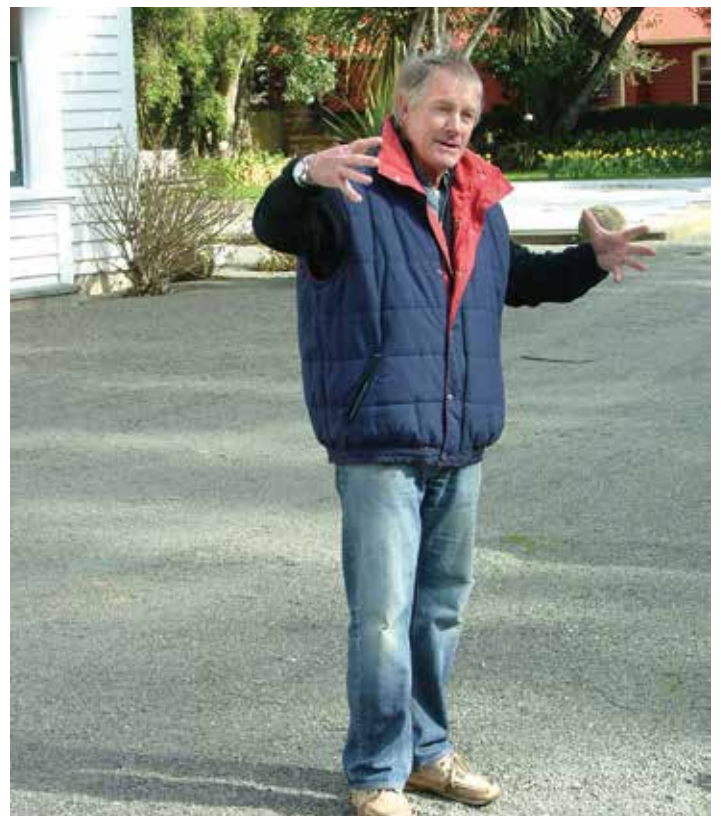
The instructions from Wendy were clear; "We will meet at 12 noon at Dish Café, 10 First Street, Masterton."

We arrived early, and it looked as if the reviews previously read about our eatery were true, as the place seemed already packed out. However, as more and more of our club members arrived, the Dish slowly emptied enough for us to enter. Tables had been reserved for "The Bentley Club" (what about we Rolls-Royce Owners?), and we duly filled the seats. Orderly chaos then ensued as we filed up and placed our lunch orders from the variety of foods available; I think the staff were a little overwhelmed by the number of us, as some members were still waiting for food orders long after others had finished. However, once satiated, we all ventured out to have a quick viewing of cars, or to get out of the biting wind which had developed while we were eating.

In a not so orderly convoy we proceeded to our destination for the afternoon, Brancepeth Station. As an "import" to New Zealand, I am still amazed that you can drive up innocuous looking driveways, and there before you are fabulous old homesteads, hidden away along country roads. The Brancepeth homestead came into view at the top of the driveway, looking more like an old church than a family home. The three gables and castle-like turret, resplendent with flagpole, stood out grandly against a backdrop of clear blue sky.

Parking on the front lawn, I counted twenty of England's finest automobiles on display; no wonder they claim them to be "The Pride of Gt. Britain, the envy of the world"

Getting back to the reason for our visit, we all gathered to listen to the current owner of Brancepeth, Ed Beetham, who gave an informative talk on the history of Brancepeth, how it got



*Edward Beetham talking about "Brancepeth."*



its name, and the life of the people who owned or worked there over the years. Being deaf, I found it quite difficult to hear most of what was said, but got the feeling of this Grade One listed the

place as we were led through the various outbuildings and eventually into the grand house.



*Among the Rolls-Royces, here was a 1939 Standard Flying 8; the Rootes brothers, who built these cars, also owned Thrupp & Maberly, who built fine coachwork on many cars in our Club, and were very active agents too.*





For some years, the Southern Region has held a winter run, this having evolved from a suggestion that, after just a mid-winter dinner, we go home again and it's all over, whereas if we combined it with a more challenging drive, with a good dinner as part of the event, we would feel more fulfilled.

After several years of going to The Hermitage at Mt Cook, we transferred to Lake Ohau Lodge, but the Southern Region Committee decided this year to “rest” the Ohau event, and the winter resort town of Hanmer Springs was chosen.

Geoff Walls arranged the accommodation with the Heritage Hotel, known to anyone over a certain age as Hanmer Lodge. This was not an easy task, as the hotel was not eager to accept a reservation without knowing exact numbers, but our usual method of indicating to the chosen establishment that they should expect bookings from individual guests, who would quote our Club, and sit back to await the flood of reservations was eventually accepted.

On Saturday 27 June the weather was brilliantly fine, and most of us met at the excellent café, Pukeko Junction, near Amberley. From there we headed north on State Highway 1 to Greta Valley, to turn inland towards Andy Fox's farm. Several generations of Foxes have never thrown anything worthwhile away, and the family has accumulated a vast collection of just about anything connected with farming, or existence, for the last 100 years or so. Some interesting cars have also found their way into the collection, and your reporter is kicking himself that he didn't properly investigate the Cord Sedan seen in one of the garages in the photograph at the head of this page.

A pleasant drive in ideal conditions on a road previously unknown to your reporter led to the township of Waikari, where we feared the pickings for lunch would be limited, but we were pleasantly surprised by the café which had recently opened to supplement the well established shop.

The hotel in Hanmer has a large room with a substantial fire at one end, a lounge around it, a bar down a side, with the dining area at the other end of the room, and this worked well. The food was excellent, and the system of ordering drinks, and paying for them by the five diners who were not staying at the hotel, worked well. What didn't work so well was the internal system, or lack of it, which saw Geoff Walls being accused of being one of fourteen guests who had neglected to pay for their dinners. Quite how this misunderstanding could have happened when guests' room numbers were clearly available, and the bills were all settled to the satisfaction of the desk staff, is one of life's imponderables. Eventually the hotel admitted that, yes, the dinners had been

paid for, and Geoff's credit card was eventually unencumbered, but one can't help wondering if we are just too “nice” these days. What would the Bentley Boys have done in circumstances like those? Would they have displayed their pique by driving their cars to previously uncharted territory over fine rugs? Pshaw!

We probably won't return to the hotel at Hanmer next winter.



*(Above) Ann and Rod Hutchison are regular attendees at Southern Region events with their 3½ litre Bentley Park Ward Saloon, chassis B87BL. Ann photographed it, together with two other exotic Bentley Continental “R”s we also often see, Vicki and Ollie Newbegin's, and Diana and Bruce Carey's, chassis NCH42184 and VCH53410, respectively.*

*(Below) Andy Fox's 47YG was away being fettled when we visited, subsequent to its participation in the Irishman Creek Rally in June, as photographed by John McDonald.*





Katy Parish's article on her 3 litre Bentley, chassis 348, in our 15-4 has created great interest. Katy has been wondering about the other very early 3 litres here, and writes: "It would be interesting to know when chassis 61 came to NZ. Bentley's List of Chassis Numbers gives its first owner as Brian Cole with no indication that it was exported new."

The following information comes from the list which Gavin Bain has maintained for many years.

**1922 3 litre Tourer, Chassis 61**, engine 63. K. Cutten, Auckland; Hamlin, Auckland; Bransgrove, Tauranga; Hunt, Taradale; R.J. Roycroft, Glen Murray; sold overseas.

**1923 3 litre TT Replica Four seater tourer Chassis 260**, engine 353 (ex chassis 348); 4 ½ litre engine Christchurch-built fitted. BDC records show that the car has been in New Zealand since 1934 and that the then owner, Mr T. Wickham, contacted Keston Pelmore, the Club's founder, in June 1936, very shortly after the Club's beginnings, to enquire about joining. He had read about the Club in *The Motor*. Bought from Percy Bull by G. Williams late 1940s, quoted BDC *Review* #42, September 1956 "which he found sitting in a suburban Christchurch street in 1949 with grass growing through its floorboards. Stripping down the engine revealed a genuine Hudson Super Six connecting rod; so heavy was this monstrosity that the three remaining Bentley rods had had their webs filled with lead for 3" up from the big-ends to create some semblance of balance. Just for good measure the three original rods were found to be bent anyway, as was the crankshaft, and the whole lot had to be replaced." Sold by Geoffrey Williams to R.J. Hasell 1958, then to C.J. Inns, and to C. Empson, North Island.

**1923 3 litre TT Replica, Chassis 183** (148 also Southwards), engine 198 (also 151), NZ registration XM8888; Originally Works Demonstrator; A.F.C. Hillstead (f.w.b. fitted by Works 1924); imported to NZ by S.A. Gibbons, Wanganui in May 1929; L.B. Southward, Paraparaumu.

Hayden Beissel of the Southward Car Museum writes: "Our 1923 Bentley 3 Litre Chassis Number 183 was donated by Lady Southward to the museum and restored in our workshop in 1996. It features its original Park Ward tourer coachwork and was used as a company demonstrator by A. F. C. Hillstead, sales manager for Bentley Motors and author of *Those Bentley Days*."



*The Southward Car Museum photograph of their 3 litre Bentley, chassis 183*

The article about Raymond Mays and his cars has also brought some correspondence, and here is Scott Thomson's letter:  
Hello Tom,

Thanks for your "Mays & Friends" article in 15-4. I was a youthful supporter of the V16 BRM, and still have the club badges. Mays featured in Bentley publicity, including a booklet, "My Ten Bentleys"

I was particularly interested in your reference to "B. Bira." It's just 60 years since "Bira" became the first truly international racing star to visit NZ and win our Grand Prix – the last of his 30 racing victories.

I was angered to find a reference on the Highland Motor Sport wall of fame to him as a "playboy driver" and to an alleged affair he had. If racing drivers were to be linked with all their affairs, you would never be done! Nor was he a "playboy driver," but a very fast and smooth performer, as critics like Alf Francis (Stirling Moss's mechanic), who had no particular cause to like Bira, confirm.

Racing with a British licence, "Bira" was British champion three times. If his cousin, Prince Chula, had not decided to bring Thailand into the FIA, "Bira" would possibly have won the title (Gold Star) again in 1939, and certainly again in 1947 and 1949.

Prince Chula – a very intelligent man – lost interest in the post war racing scene in 1948, and the partnership split up, so "Bira" went professional, existing on prizes and starting money. In 1949 this worked well, and although a new man appeared from the Argentine and won more races than anyone that season (seven), "Bira" was second to Fangio in 4 of them.

As Chula realised, "Bira's" problem was to get a competitive car. Ferrari and Talbot-Lago were more successful, but in the four Grand Epreuves of 1949, "Bira" was top scoring Maserati driver, which was quite something with Fangio and Farina on similar cars, and he repeated the feat the next year. The situation got worse until a deep and meaningful conversation with the King of Thailand helped fund a new Maserati. After a couple of races Raymond Mays asked "Bira" to take a co-driver, who soon flipped the car. A replacement was organised, using parts of the Thai car and parts of the BRM team's development Maserati, and it was in his re-built car that "Bira" won at Ardmore, and shortly after retired from racing, having come 3<sup>rd</sup> in the big Silverstone race that year. That race was won by BRM's "Owen Maserati" now on show at Southward's Museum.

You mention Nancy, widow of Shura de Rahm, the Chula/Bira team administrator. Bruce Ellwood, then of Ashurst, was a "Bira" fan, and located Nancy in a retirement home in Waikanae. On his invitation, I headed off in the Bentley, picked him up, and we went down to meet a very charming elderly lady. Unfortunately she had thrown out her racing photos. Nancy came on to the Bira/Chula scene towards the end of WW2 when the Thai royals were living in Cornwall. Nancy and Shura found it difficult getting time together so they would go into Shura's famous photo dark room. Chula would bang on the door, demanding something, but Shura would reply he couldn't come as he was working on Chula's passport photo or something similar. Things were a little grey during the war, with the princes taking turns to wash the dishes, but Noel Coward and other well known stage people were invited down to wind up birthday celebrations. There was still theatre in London, so if things got too bad they would all pile into the Bentley (she said Bentley, but I think it must have been Shura's Rolls-Royce with six people on board) and Bira would drive them flat out to London and back.

Nancy's clearest memories of the racing were the ghastly moments when their car didn't come round for some reason. The driver she remembered best was Louis Chiron – the great charmer!

Nancy was quite a charmer herself. After about an hour I said we would need to let her have a rest, but she wasn't tired! Then the lunch gong went, but she said she didn't want any lunch. Eventually it dawned on me that what she wanted was for "the boys" to take her out for lunch. We got into the S3 and I said that as she knew the district she could suggest somewhere nice. She chose the most expensive place. I picked up the bill, which seemed the right thing in the circumstances. A memorable day...

Incidentally, Chula bought an Armstrong Siddeley just after the war, but his wife, Princess Lisba, insisted on buying him a Silver Cloud, which gave great pleasure during his last years,

Yes, *My Ten Bentleys* was interesting stuff. It is interesting to look through Sedgwick's *All the Pre War Bentleys* and see how many ERA drivers owned them! Cheers, Scott Thomson.

## One Forty-third Scale © Tom King 2015

Glynn Williams has always been mad about cars. For those of us old enough to remember post-World War II New Zealand, things were austere, and everything needed an import licence, since we were subject to the Emergency Finance Regulations, 1940, which prevailed until the mid-1980s.

In Glynn's home town of New Plymouth (population 1947: 23,300, 2015: 55,600) Corigall's Bookshop had a licence to import Dinky toys, but they were able to get only six at a time; Glynn's 6 month wait for the Dinky Hudson Commodore seemed interminable.

Dinky Toys? Frank Hornby (1863-1932) developed a construction system called Meccano, and then clockwork toy trains from about 1907. These were made of tin-plate, and the 0-4-0 tank locomotive looked about as realistic as the two-wheeled "Foomobile" which Smokey Stover drove in Bill Holman's cartoon strip. The scale was called "O Gauge," of 7 millimetres to the foot, or about one forty-third scale.

Hornby started his line of die-cast metal toy cars, called Dinky Toys, during the 1930s, and the scale equated roughly to his "O" Gauge, so that the train track wandering around the living rooms of the British Commonwealth could be populated by quite realistic road traffic. The next stage was Hornby "Dublo," die-cast metal trains in the scale of 4 millimetres to the foot, and not to be confused with "HO" of 3.5 millimetres to the foot, but after a certain point in our lives, we tended either to become obsessed by model railways, with serious commitments of time, skill, space, and money, or else we could channel our enthusiasms to even more challenging hobbies, such as old cars.

In Primer 4 (second year of school) there was suddenly a new immigrant from Leeds, England. Clive Brownhill had lots of Dinky toys, and immediately became Glynn's best friend! His father, Peter, had been in India during the war, and had seen electric train sets which were permanently outdoors. When they migrated to New Zealand he hopefully brought crates of Hornby Dublo to set up in the garden; they thought they were coming to the tropics, but in New Plymouth it rains 300 days of the year, and when Peter died in his late 80s, the Hornby Dublo was still unopened in the UK packing cases.

In 1956 Glynn's father went to the Olympic Games in Melbourne, and it seemed that the ultimate in material assets had been achieved when he brought back a Dinky Car Transporter (Image 1), making Glynn the envy of the neighbourhood kids.

Time passed, and he kept purchasing the odd model or two, which sat in the back of the wardrobe. At one stage it was decided that his Dinky Bentley S2 Convertible would look better in maroon than grey, so he pulled it to bits. It was a disaster and never went back together.

A long time member of the New Zealand Rolls-Royce & Bentley Club was the late Rod Hamilton, with his Bentley S1 and car collection. He was also a collector of cuckoo clocks and model cars. Rod was one of those larger than life characters where the collections had got out-of-hand. Indeed his two-car garage had so many "lean-to" additions that it housed 22 cars. You did not dare walk down the hall on the hour, as cuckoo clocks striking would poke your eyes out, and the boxes of model cars were stacked up the walls. His remedy was to build another storey on top of the existing house; one large model room, bedroom with en-suite and a large and very well stocked bar. If there is one thing Rod taught, it was to be a bit more selective and keep the collections manageable. After all, when you die it is likely that what you thought was precious will all end up in a skip.



Fast forward a few years to Glynn's retirement. He had heard about this new fangled EBay; why not get another nice, unmolested, Dinky S2 Convertible? (Image 2) Well, that was the start... The selection of models available was amazing; things we had never heard about here in New Zealand. If unable to have a large collection of real Bentleys, why not have, er, several models? So the collection started to accumulate. 1/43rd is a convenient scale; the superb 1/8th scale kits produced by Pocher in Italy from 1966 until the early 1990s, and others in 1/16th or 1/24th scale, tend to attract adverse comment from loved ones as they encroach upon living space, and since the male eye is not as sensitive to dust build-up as that of another sex, 1/43rd scale dust is perhaps less visible to the casual observer.

What is called "white metal" is used by most model-makers, an amalgam of various nasty metals such as lead and antimony, mixed with tin and aluminium, and the writer has on his



**Image 1: The Dinky Toys Delivery Service Car Transporter**  
Some of the cars Glynn has enjoyed during his life are clustered on and about it

shelf a Wills Finecast 1/24th scale ERA which is so heavy that the weaker bits of its suspension are unable to support the weight of the kit. Resin is also used by some model-makers to produce excellent results, but to those of us used to a nice solid “feel” they seem impermanent, and they don’t respond well to the file.

At one stage Glynn purchased two white metal kits; a 1939 Bentley 4¼ litre by Motorkits, and a 1936 Bentley Tourer by Auto Replicas. As luck would have it, when the time came to pay, PayPal had crashed, and he e-mailed the seller to advise that he would pay as soon as PayPal rebooted, and commented that he was a bit apprehensive, as it was many years since he had done any model making. It turned out that the seller was Darren Day of Bentley Design Department. He e-mailed copious instructions on how to build models, and was a source of inspiration, advising about what paints and glues to use, and also how to prepare the bright bits such as radiators, bumpers and headlamps by filing, sanding with fine sandpaper and, finally, polishing with Brasso to get them looking like chrome – it looks so much better than silver paint! Darren has his own Bentley collection, and has also amassed an impressive model collection for Bentley Motors.



**3:** *The Oxford Diecast Limited SS Jaguar Saloon*

Oxford Diecast Ltd produced a really nice Pre-war SS Jaguar 3½ Litre Saloon. (Image 3) It had been commented in the past that Jaguar was a Wardour Street Bentley, named after a seedier bit of London known as Soho, and certainly the two cars were very similar in proportion and style, with wire wheels and large headlamps. It crossed Glynn’s mind that the Jaguar model could be modified into a Bentley. An SS Jaguar was dismembered, stripped of paint, and he set to with file and grinder. Bentleys generally were narrower in the bonnet, widening at the bulkhead to meet the body, while the Jaguar is wider in the body, with the waistline one continuous curve from bonnet to boot. The SS Jaguar radiator and bonnet shape are flatter than the Bentley, so have to have the appropriate curves filed in, and the radiator shell top surface is restored with chrome foil. The SS Jaguar instrument panel is filed flat, to have the appropriate Bentley detail painted on, and the chassis is altered to change the exhaust system to the near side. There is nothing which cannot be altered.

When a model arrives, it is studied for some time, along with photographs of the original and its contemporaries from other coach-builders. During a month of spare time and occasional rainy days, the car is transformed from its original form into its next incarnation. It is dismantled and carefully arrayed in good light beneath the magnifying screen, and then the filing starts. This can go right through to air, with the surface recreated in the correct shape by using “bog” or filler. Taimar Modelling clay can be fashioned to whatever style you want. Model railroad styrene strips in various sizes are used to make swage lines and waistlines along bodies, and “trouser-creases” on wings; bent pins become door and boot handles; pin heads become horn buttons, cabriolet irons joints and side-lights; fuse wire is ideal for trim details; while buttons become wheels, discs, or hub-caps. Builder’s glue when built up in several layers provides creditable headlight lenses, and distinguishing details such as Marchal lamps and other features can be added at that stage. It can take weeks to get the right shape. (Images 4 and 5) He leaves “work in progress” on the dining room windowsill to see it each day; sometimes it takes ages to get the proportions right, for what can seem right one day is all wrong a week later, and a critical eye can see differences from one side to t’other.



**4 and 5:** *Lansdowne Park Ward Saloon is becoming a Mulliner “Hi-Vision” Saloon on chassis B18MR*



The car’s interior is carefully reproduced, often using the reverse side of book-binder’s leather for carpeting, while painting takes a great deal of masking and careful rubbing down to produce the correct finish and colour, which the wide range of aerosol spray cans now available can achieve – in the correct hands. Because dark colours do not stand out in the subdued lighting of the display case, some liberties are taken with the final paint shade, and here he is frustrated by not having swatches of the original colours.



**6 and 7:** *H.J. Mulliner Close-coupled Saloon on chassis B142MR*



Thus, the Oxford Diecast Ltd 3½ litre S.S. Jaguar became the H.J. Mulliner close-coupled saloon for R.G. McLeod on chassis B142MR (Images 6 and 7); a Vanvooren Pillarless Saloon



**8 (above):** Vanvooren Pillarless Saloon

**9 (below)** W.A. Robotham's photograph of Jules Le Fèvre of "L'Auto" with the original, chassis B6MR, in February 1939. The image is published with acknowledgments to Su Cumber.



on chassis B6MR (**Images 8 and 9**); the Hooper Sedanca Coupé on chassis B187MX (**Image 10**); the 3½ litre Windover's Coupé Cabriolet on chassis B111FC (no image); the Freestone & Webb "Top Hat Saloon" on chassis B136HK (**Image 11**); and the 1938 Olympia Show Mulliner Hi-Vision Saloon on chassis B28MR.



**10 (above):** Hooper Sedanca Coupé on chassis B187MX

**11 (below)** Freestone & Webb "Top Hat Saloon" on chassis B136HK



Western Models in the 1970s made a Gurney Nutting Coupé (**Image 12**), and after suitable modifications it became the prototype Park Ward Drop-head Tourer, chassis 3-B-IV, flared guards and all. This same Western Models kit-set became the well known Gurney Nutting Coupé fitted to chassis B166JD (**Image 13 and 14**), and now bearing the registration number BLY4 origi-



**12 (above):** Western Models Gurney Nutting Coupé kit on right, and as modified into the prototype Park Ward Tourer, chassis 3-B-IV on the left



**13 (above):** The Western Models Gurney Nutting Coupé kit was modified into John Blatchley's brilliant Gurney Nutting Coupé on chassis B166JD

**14 (below)** The full scale example of B166JD, photographed at the RREC Castle Rockingham Weekend in 2011



nally worn by 3½ litre chassis B112GD, a Vanden Plas tourer, just to confuse us. It is recorded that John Blatchley had the craftsmen at Gurney Nutting redo the swage lines several times, and Glynn Williams certainly continued that tradition in his scale.

Lansdowne Models have produced an excellent Park Ward Saloon of what became Bentley's standard design, and this has been slightly modified to become the "Continental" Park Ward Saloon with side-mounted spare wheel on chassis B165MX, (**Image 15**), but more drastically changed to become the Motor Show 6-light Mulliner "Hi-Vision" Saloon on chassis B18MR (**Image 16**).



15: The Lansdowne Models 4¼ litre Bentley modified to “Continental” form for chassis B165MX



16: The Lansdowne Models 4¼ litre Bentley as standard (centre) but modified to “Continental” for chassis B165MX and H.J. Mulliner “Hi-vision” Saloon on chassis B18MR



17: The Lansdowne Models Mark VI Bentley has become, after a great deal of attention by Glynn, the fourth Mark 1 Harold Radford “Countryman”, built on chassis B376DA. It sits beside the Matrix Models Mark 2 “Countryman” similar to that on chassis B131MB.

Six versions of Lansdowne’s Mark VI Bentley (**Image 18**) have been bought; one stayed almost standard, to portray Glynn’s full-size B29NY, with the sun-roof open of course; another the different shell grey over tudor treatment which B146KM wore from new; two changed more radically to form the H.J. Mulliner 6-light Touring Saloon B67HP; the James Young “Tear-Drop” Coupé; and the Mark I version of the Harold Radford “Countryman” chassis B376DA (**Image 17**).

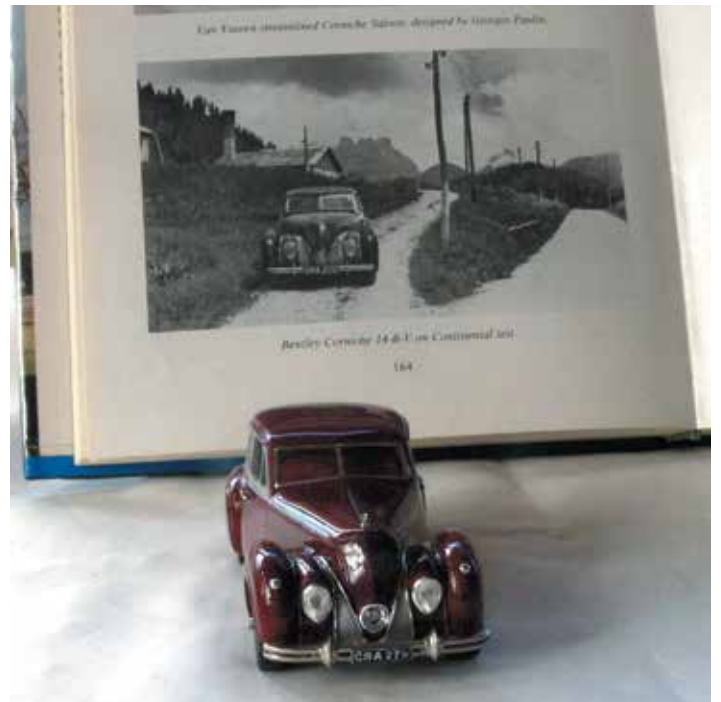


18: The Lansdowne Models Mark VI Bentley in almost standard form (the sunroof is, of course, open) and as modified by Glynn to the H.J. Mulliner Saloon; the James Young “Teardrop” Coupé; and the Mark 1 version of the Harold Radford “Countryman.”



**19:** This photograph was taken during the 2003 Bentley Drivers Club Rally to Marlborough. It shows Glynn Williams contemplating a picture of the very run down Mark 1 Harold Radford Bentley Mark VI, chassis B376DA. Readers may notice that it is resting on the real thing, which had received an impeccable restoration by Auto Restorations, for the late Mr Channing.

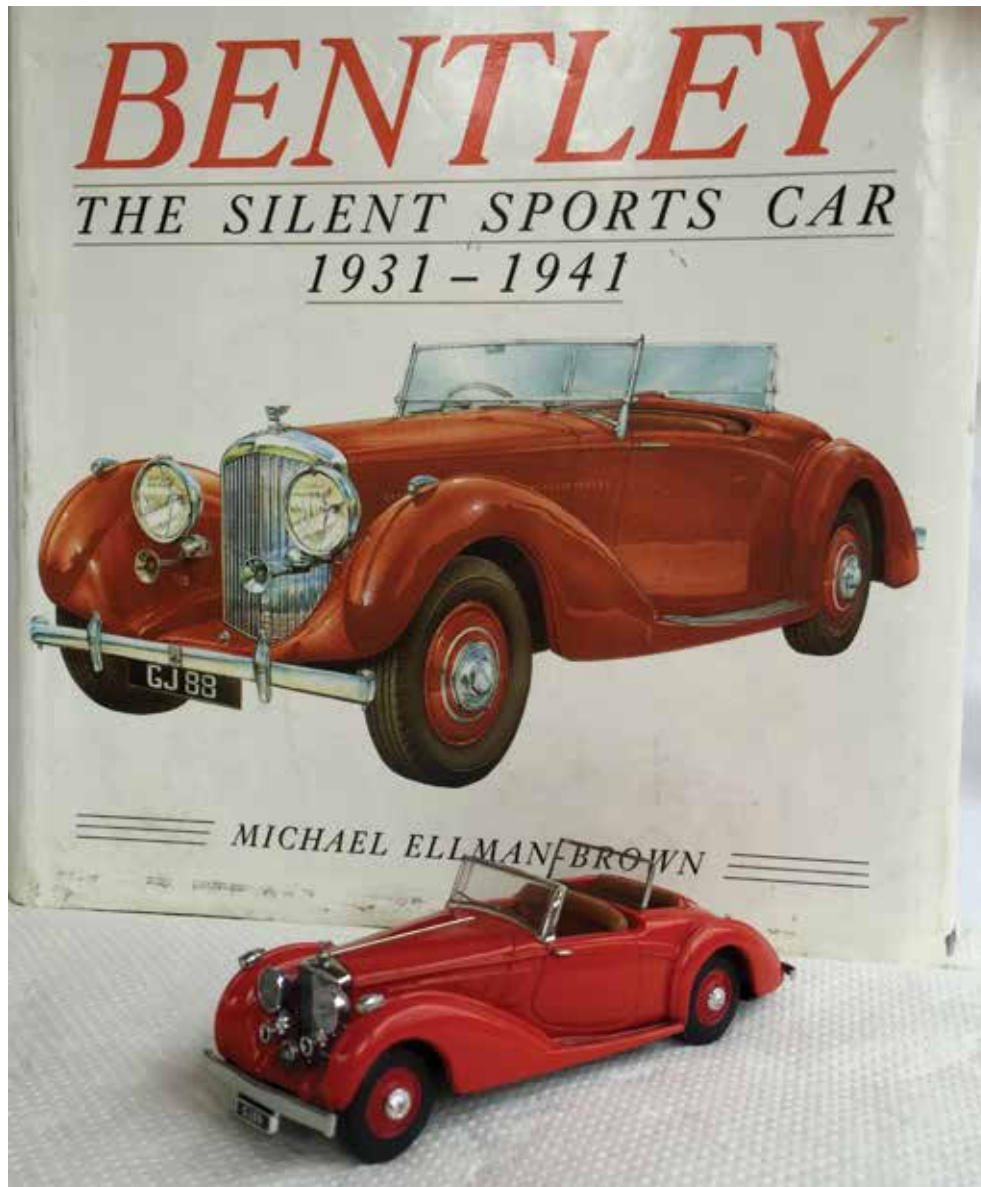
Probably the biggest challenge so far has been the 1939 Corniche (**Images 20 to 22**). Glynn had long wanted a model of this car, and thought a Packard Clipper might be the right basis, but it required so much filing that the casting collapsed. Rather than make a fat car thin, how about making a thin car fat? The unkind said that Corniche looked like a Buick 8 which had been sat upon by an elephant, so a Lansdowne 1937 Buick 8 was dismembered, and after lots of filing, it was sort of right. The windscreen of Corniche had an "I'm angry" look about it, and that took a bit of fettling. The side profile of Corniche is very pear-shaped, and it just did not seem right until Glynn realised, after close study of the surviving photographs, that the door windows had a tumble-home towards the roof.



**20 to 22:** The 1939 Bentley Corniche, chassis 14-B-IV. After a series of road accidents in France during July and August 1939, the body was removed for repair, and the chassis returned to England. War intervened, and the repaired body was destroyed while sitting on the wharf at Dieppe awaiting repatriation. For further information about these pre-war experimental cars, see our magazine 14-4.



**22:** Rear view of Glynn's model of the 1939 Bentley Corniche, chassis 14-B-IV. This started life as a Lansdowne Models 1937 Buick 8, but its own mother wouldn't recognise it.



**23 and 24:** After Glynn's ministrations, a Dinky Matchbox Collection Triumph Dolomite became another of James Young's beautiful creations, the Drop-head Coupé they built on chassis B31LE. The Triumph's radiator grille adds credence to the view that "Art Deco" is French for "ugly."

The work continues, the arrival of a selection of lamps and radiator shells from France leading, so far, to a Matrix Models Rolls-Royce Silver Cloud II Harold Radford Countryman becoming the Bentley S2 equivalent.

The latest addition is of the James Young Drop-head Coupé on Bentley chassis B31LE, (**Image 23**) pictured on the front cover of Michael Elman-Brown's *Bentley – the Silent Sports Car 1931 – 1941* (Dalton Watson, London 1989). The unlikely donor for this model was the Dinky 1939 Triumph Dolomite, number DY-17 (**Image 24**), made after Matchbox Models acquired the

Dinky name, and made a few models in the late 1990s, before another take-over ended the line. The Triumph Dolomite was a conventional sports tourer of its time, but was dominated by a radiator shell which resembled a chromium plated fencer's mask; perhaps its designer was frightened by the Hudson Terraplane...

A visiting Bentley Drivers Club wife responded to a comment about what had happened to the original bodies on vintage Bentleys, saying that she regards the cars as wearing a new set of clothes, and this is what Glynn Williams is achieving in his scale.

## Cyril Lovesey and Sam Heron by Sandy Skinner



*This photograph, taken by W.A. Robotham at the General Motors Proving Ground in Detroit in March 1937, is an example of the relationship between Rolls-Royce and General Motors. Rm had taken the experimental Phantom III, chassis 33EX, seen here beside its contemporary Cadillac, to show to the New York Rolls-Royce agents, J.S. Inskip & Company. Photograph by courtesy of Su Cumber*

Rolls-Royce was one of the few British motor manufacturers to maintain close links with the United States. The Springfield factory must have helped, although it was almost as far from "Motor City," Detroit as it was from Derby. More important were the personal relationships established between senior engineers: the Brits respected Detroit production methods, while the US engineering establishment had a high regard for British fundamental R&D, primarily in high efficiency engines. Formal licensing arrangements with General Motors in particular had direct influence, particularly in body engineering and handling: friendships and informal meetings were probably the key in the long run.

Lovesey and Heron were an unlikely pairing. Cyril Lovesey, *Lov*, was a Derby man to the core. He joined the company in 1923, direct from Bristol University, working on development with the formidable Hives, and later becoming Deputy Chief Experimental Engineer under Ellor. He was in charge of the "R" engine team, and his fast diagnostic and man management skills were instrumental in getting Waghorn's winning machine to the starting line. He got the Merlin through its type test and oversaw its wartime development: transferring to the jet engine, he returned from retirement as one of the small group of outstanding engineers recalled to Derby by Sir Stanley Hooker to sort out the RB211 problems which had brought about the failure of the company.

Lovesey was the engineer's engineer, at his superb best when leading a small group to solve a tricky problem. S.D. "Sam," Heron was a mixture of genius and maverick, with an encouraging tendency to hooliganism. Educated in the then-excellent night schools attached to Durham and London Universities, he served an apprenticeship as a mechanic and foundry-man before joining Armstrong Whitworth to work on the new generation of piston aero engines. A series of job changes was perhaps accelerated by his tendency to explain, with gestures, what a superior could do with an unsatisfactory design. He then moved to the Royal Aircraft Factory, where he worked on the design and development of the first air cooled aluminium cylinders. Post-war a move to the US started a stellar career which fundamentally affected the big air-cooled engines which became a US speciality. He pioneered sodium filled valves, and carried out fundamental work on high octane fuels and the combustion process, earning a reputation second only to Sir Harry Ricardo. Co-operation with Dr Robert Schlaifer produced the marvellous *Development of Aircraft Engines and Fuels*, published in 1950 by Harvard University, and still essential reading. In retirement he produced a slim *History of the Aircraft Piston Engine* published by Ethyl Corporation in 1961: an idiosyncratic work with astonishingly wide coverage.

Old and infirm, Sam finally dictated what amounted to a long

engineering history and autobiography. Half a dozen copies were circulated for comment to expert friends: unsurprisingly the Ethyl Corporation was scandalised, and all copies were withdrawn and pulped. Well, not quite all: never tell an elderly, vastly experienced and respected, engineer what to do with a gift from an old friend and colleague. All anyone needs to know is that copies survive: the account which follows tells you a lot about two very disparate, distinguished engineers.

"On a very hot day during the Prohibition Era a group of us had had a taxing day at Wright Field's Engineering Division. Sam Heron suggested that we repair to his apartment to prepare for the next event - dinner. There were about a dozen in the group, including Cyril Lovesey of Rolls-Royce.

"Sam was really organised for the occasion. All hands first took time to inspect, admire, and behold with awe the martini production line in his kitchenette. In the refrigerator was a 5 gallon jar of martinis, cold and ready to serve. On the counter was another 5 gallons of alcohol steeping 2 lb of Eastman's best activated bone char. Adjacent were the oil of juniper and a modest supply of Vermont (dry). Under the counter were numerous 1 gallon cans of grain alcohol. A large filter setup occupied the sink. I don't recollect any olives. The other counter held the necessary glassware, especially the king-size martini glasses.

"We then repaired to the living room, each with his martini. It was not long before Cyril found himself standing in the centre of the room, the target of the evening, and with his gift for concise description, plus the martinis, the session was lively and most informative.

"After a half dozen or so of the out-size martinis had slid down the Lovesey hatch, he paused in mid-phrase to extol Sam's creation. To Sam, this was both flattering and amusing, since Lovesey, from the land of legal liquor, was so fervently praising Sam's bathtub product.

"Not long after, someone asked Lovesey about the Ricardo sleeve-valve engine. Cyril's retort was characteristic. It went somewhat like this:

"Oh! The Air Ministry engaged us to test it for them and had Ricardo send us an engine and a huge box of spares. We ran it, and the sparking plugs blew out, so we fixed that. Then the junk rings failed and we fixed them. And the heads wouldn't stay on so we fixed that. Then the sleeves blew into the ports and we fixed them, too. Lastly, the valve drive failed and wrapped the whole thing up into a bloody bale. So we sent the engine and the spares back to Ricardo and told him that it was his bloody\* idea first -- he could fix it."

\*Printable substitute for a word much used by English engineers



## Rolls-Royce in Edinburgh by Our Itinerant Correspondent in Scotland, Winsbury White



Edinburgh was enjoying a warm summer August day after a month of wet. To celebrate I set off once again to visit the city's Rolls Royce dealership. This time, however, I was planning not just to view the new Phantoms, Ghosts and Wraiths, but to have a lengthy conversation with Gavin the sales manager, a quietly spoken Scot who had an immense amount of knowledge about Rolls-Royce matters. Because my new computerised voice recorder was a device I had not yet managed to master, I was resigned to note taking, which limited the flow of information somewhat.



*(Above) Gavin, the Manager, alongside a Ghost Convertible and (below) a Wraith*



Gavin knew from the outset that I was not a buyer, yet he and I enjoyed an informative and affable discussion about the Rolls-Royce scene in Scotland, Northern Ireland and Northern England, which constituted his franchise. I must say that I left the agency with a comprehensive understanding of both the mind-set of the new car buyer, plus a better appreciation of what Rolls-Royce Motor Cars Ltd are setting out to achieve this decade.

Although Gavin informed me of the average number of cars sold annually, I am not at liberty to divulge that. However, I will use a double negative to say that sales are not insignificant. Most buyers prefer not to be too up-front about their purchase, have several other cars to use, and self drive their new acquisition only occasionally, averaging only 5000 miles a year. So I guess they run little risk of their familiarity with the car breeding contempt. Of course there is the minority, according to Gavin, of owners who tend to flaunt their purchase - it takes all sorts does it not?

Apparently cars located in the north of England are more often chauffeur driven, not to elevate the status of the owner so much, but because of overcrowded roads. Journeys take longer, and office obligations can be executed on the road, in the rear compartment.

The reader is no doubt aware that the company offers a bespoke service, and Gavin ensures a range of different models is present on the showroom floor, including drop-heads, as a portion of customers who visit want to make an immediate purchase, based on what they see. Others wish to go down the bespoke path, make their choice from a long list of options, and sit back for several months while their car is 'built.' It is the bespoke cars which are seen in a myriad of colours, many hues rarely seen before on any vehicle. The car has always been a 'stand out' vehicle because of its large size and styling, and consider the unusual shape of the new Wraith. Then there is the two tone colour split, and the enormous range of sometimes 'interesting' actual colours both on the body and within. The car makes a statement and even can be seen as a 'piece of theatre.' I notice that there are some less expensive makes cottoning on to the "bespoke" trend.

I came across an interesting statement about bespoke matters the other day: "luxury is about the absence of vulgarity; it's not about using the most expensive materials, it's about creating something unique for a client." The aim of the company to promote bespoke, then, is to give the owner a sense of uniqueness, and to show creative talent. An example of this talent is evident in the creation of the starlight headlining, which takes two



*Ghost saloon and convertible*



workers nine hours each to put in the holes and connect the fibre optic lights. This task reminds me of Peter Sellers in a 1960s comedy stating his occupation was drilling holes in toothbrushes for the bristles; “Toothbrushholesmanship” I think he called it. One Rolls-Royce owner had the lights configured to show his family coat of arms, and another owner had the R-R logo light up. Imagine another bespoke requirement, which was to have the car painted in an almost indiscernible two-tone finish of Andalusian White over Arctic White, with a Jasmine coach-line!

I asked Gavin what would be his Rolls-Royce choice, and with but little meditation he mentioned the Phantom Coupé as the best to own, drive and look at. I would agree.

If funds of the potential Rolls-Royce buyer are limited, there are always the pre-owned cars that Gavin sells, each with a Provenance. Those in the showroom, to me, looked absolutely brand new, not surprisingly because they had been restored to immaculate condition. They would be sold with a two year warranty after ownership and service history had been verified.



*A selection of “provenance” used examples, ready for delivery*

A number of customers buy a new model yearly, while there are others who use the Rolls-Royce company finance services to make their purchase. The Wraiths have proved to be a very successful seller in Europe, where they don’t need a lot of promotion. Clients from Asia, an emerging market, tend to opt for the long wheelbase Phantom II with a black exterior and red interior trim. They choose Rolls-Royce because of the traditional look of the brand. I cannot query the quality. The factory at Goodwood has 163 woodworkers crafting up to 46 pieces of quality wood to create an interior. If an imperfection is spotted during a final inspection, a small drill is used from the back of the wood to remove the imperfection without breaking the 600 micron layer of lacquer.

As I examined the new cars in the beautiful showroom, with all equipment and furnishings laid out “just so,” the perfection evident in paint quality and fittings inside and out, I guess justified the price. Rolls-Royce workers will say their product is “perfect.” Great! To check this out, does the new owner spend half a day with his car using a magnifying glass examining each seat seam, each piece of wood trim, and each shut line? I hazard a “no.” But what a wonderful sensation to experience, that of being totally convinced that you are driving a perfect machine, at least in terms of what we can see, smell, touch and hear. One would expect a comparative quality in electronic and mechanical parts, quality in design, materials and assembly. Is this so? I think that’s a subject that could be delved into another time.



*Gavin’s choice: a Phantom Coupé*

# Technical Feature - Pertronix Ignition Conversion 1946 - 1975 by Jon Waples, Technical Editor of "The Flying Lady"

This article appeared in "The Flying Lady" Issue 15-5, and is used with the kind permission of its editor, Sabu Advani, and author, Jon Waples. Jon has also written the invaluable "The Shadow Owner's Companion"

(Sherbourne Mews LLC, Detroit, 2006,  
[www.sherbournemews.com](http://www.sherbournemews.com))

Breaker point ignition systems were part of the automotive landscape for the middle 50 years of the 20<sup>th</sup> century. The points themselves are wear items, making and breaking the electrical connection to the coil up to almost 300 times per second. One should generally inspect the points at every oil change and expect that they will last 6,000 to 12,000 miles before requiring replacement.

The robustness of the distributor and points design affects idle stability and ease of starting when the engine is both hot and cold. (It can also affect high RPM performance, but usually not in the context of a Crewe-built Rolls-Royce or Bentley.) Points generally fail gracefully, giving advance warning in the form of misfiring. I have been very satisfied with regards to the robustness of the ignition system in my 1960 Bentley S2. It starts easily, idles smoothly, and requires infrequent replacement with a \$US36 pair of Delco points. It is a good thing this system works well, as it is not a trivial task to synchronise both sets of points properly!

My 1973 Silver Shadow on the other hand requires frequent points replacement, does not idle altogether smoothly (even with impeccably well-balanced carburetors) and is not particularly easy to start. Further, having to replace points roadside on the Lucas 35D8 distributor is somewhat of a high-wire act because the insulating washers are easy to lose, hard to position, slip out of place, and ground out the ignition. At \$US60, the points are relatively expensive and quite frankly, the design of the replacements leave much to be desired.

Pertronix offers a line of electronic ignition kits applicable to all Rolls-Royce and Bentley models from 1946 to 1975, at which point Opus electronic ignition was introduced. There is a different kit available for each of the handful of distributor models used on Crewe-built vehicles. In addition, Dennison-Jayne Motors offers modified versions of the Pertronix kits that



Picture 1 – Typical Pertronix Kit Sensor and Sleeve

that originally used two sets of points. The magnetic sleeve is installed over the distributor cam and has as many magnets as there are cylinders in the engine.

The installation is completely reversible and the only sign that the conversion is in place is an extra wire used to power the sensor that is routed from the distributor to a switched source of power. This wire exits from the side of the distributor from the same hole as the wire that runs to the minus or CB side of the coil. (Pictures 2 and 3) With the kit installed, it is still possible to set the timing statically (more on this in a moment). In all cases, solid core sparking plug wires cannot be used, because the resultant radio frequency interference may hamper the sensor electronics.

Year	Model	Distributor Model	Earth	Points	Pertronix Ignitor Kit
1946–1951	Bentley Mk VI	Delco PO-6	Positive	2	RR-162P12
1952–1954	Bentley R Type	Clockwise rotation			
1946–1954	Rolls-Royce Silver Dawn				
1946–?	Rolls-Royce Silver Wraith				
1955–1959	Rolls-Royce Silver Cloud I	Delco PO-6	Negative	2	RR-162
1955–1959	Bentley S1	Clockwise rotation			
1960–1962	Rolls-Royce Silver Cloud II	Delco DR-8N	Negative	2	RR-182
1960–1962	Bentley S2	CCW rotation			
1960–1962	Rolls-Royce Phantom V				
1963–1965	Rolls-Royce Silver Cloud III	Lucas 20D8	Negative	2	RR-181
1963–1965	Bentley S3	CCW rotation			
1966–1969	Rolls-Royce Silver Shadow				
1966–1969	Bentley T				
1970–1975	Rolls-Royce Silver Shadow	Lucas 35D8	Negative	1	LU-181A
1970–1975	Bentley T	CCW rotation			

Original Equipment manufacturers went to electronic ignition as it became feasible in the 1970s. The benefits of installing a Pertronix unit are the same: improved dwell time better saturates the coil and improves cold starting, idle stability, and sparking plug life. The absence of mechanical contacts (points) eliminates the need to replace and re-time them.

The original equipment ignition system on Silver Shadows and derivatives use a ballast resistor between coil

and the ignition switch. When cold, the unit offers little electrical resistance but as it continues to pass current to the coil it begins to heat and increase in resistance which generally reduces the voltage to the coil by more than 50%. The purpose of this is to have maximum spark voltage during a cold start but reduced voltage

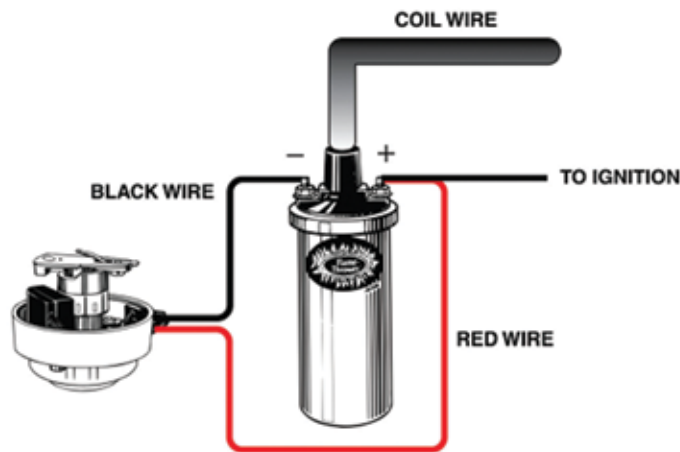
will work with a variety of pre-WWII Rolls-Royce and Bentley models. Each kit consists of a Hall Effect sensor and a magnetic sleeve. (Picture 1) The sensor is attached along with an adapter plate to the distributor base plate in place of the points. All kits use one sensor per distributor including those intended for units



*Pictures 2 and 3: Installation on Silver Cloud II: extra red wire which powers sensor is connected to Positive terminal on coil*

once the car is running smoothly. This reduces points wear and destructive heating of the coil. The Pertronix sensor circuitry requires 12 volts, not the lower voltage offered by the ballast resistor the majority of the time. If one consults the Internet on this topic, it appears the majority of failed Pertronix installations do not satisfy this requirement.

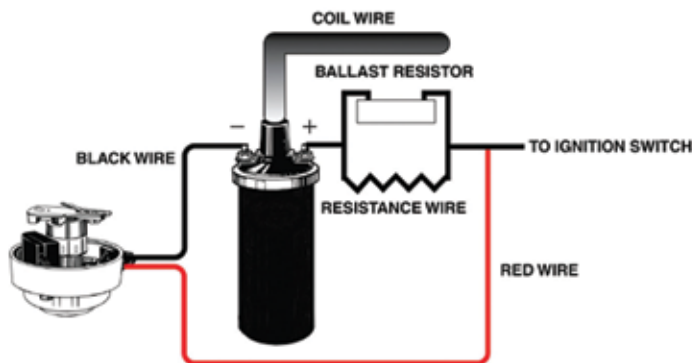
Installation is a matter of following the instructions supplied in the kit. The point(s) and condenser are removed and the sensor with adapter plate specific to the distributor model is installed in place along with the magnetic sleeve over the distributor cam under the rotor.



*Picture 4: Negative earth installation on Silver Shadow with Pertronix coil and bypassed ballast resistor*

#### Sensor Electrical Connections (1966–1975)

There are two easy ways to get power to the sensor: (1) replace the Original Equipment coil with a Pertronix Flamethrower, bypass the ballast resistor, and attach the red sensor power wire to the plus side of the coil (**Picture 4**); or (2) use the Original Equipment coil and attach the red sensor power wire to the ignition switch side of the ballast resistor. In this case the ballast resistor will continue to perform its function. (**Picture 5**). In both cases the black wire is connected to the distributor side of the coil, which should be labelled ‘-’.

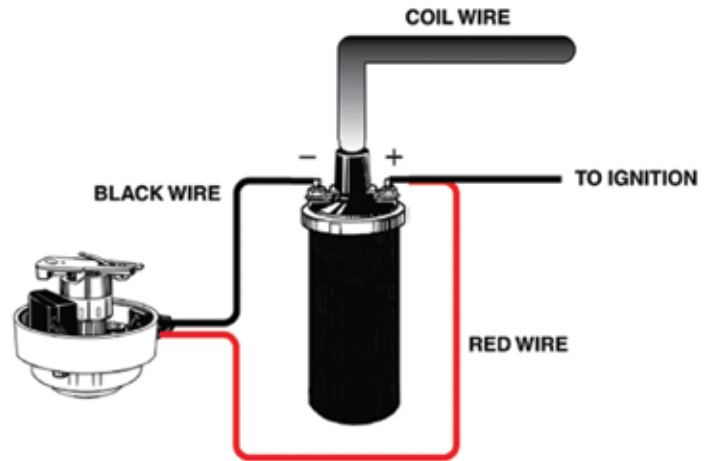


*Picture 5: Negative earth installation on Silver Shadow with Original Equipment coil*

#### Sensor Electrical Connections (1955–1965)

Since these models do not use a ballast resistor, the solution is simple. Use the OE coil and attach the red sensor power wire to the ignition switch side of the coil, which should be labelled SW

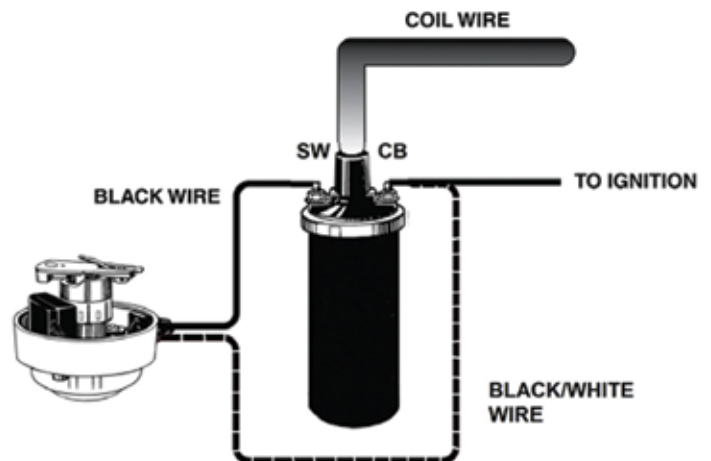
or ‘+’. The black wire is connected to the distributor side of the coil which should be labelled - or CB (**Picture 6**)



*Picture 6: Negative earth installation - Silver Cloud or Phantom V.*

#### Sensor Electrical Connections (1946–1954)

These models use the positive earth version of the Ignitor. Connect the black wire to the ignition switch side of the coil which should be labelled SW. The black/white wire is connected to the distributor side which should be labelled CB. The unit is connected to 12V via the body of the distributor, the ignition switch completes the circuit to earth (**Picture 7**).



*Picture 7: Positive earth installation on Bentley MK VI, R Type or Rolls-Royce Silver Wraith/Silver Dawn.*

#### Setting the Timing

My primary concern with this set-up prior to investigating it was the spectre of re-timing the system on vehicles that only have timing marks on the flywheel. To do so dynamically with the engine running and with a timing light is an awkward prospect. Fortunately, the system can indeed be timed statically with the Pertronix system installed. The process is the same as it is on the car with the original points and condenser set-up. Note the angular position of the “1” or “A1” spark plug with the distributor cap in place. Remove the distributor cap and use the starter motor to bump until the distributor rotor position begins to approach but not pass the “1” or “A1” position previously noted. Raise the vehicle safely so that the timing window on the bottom of the transmission bell housing can be accessed. Remove the inspection cover and rotate the engine manually until the appropriate timing mark on the flywheel (a few degrees before top dead centre) aligns with the fixed reference. You can replace the inspection cover and lower the vehicle at this point. (The number of degrees that this mark appears prior to BTDC varies from model to model. Consult your owner’s manual.)

If your distributor has an octane adjustment knob, set it to zero. Attach a multimeter in the DC voltage mode. Attach one probe to the distributor side of the coil and the other to chassis earth. Loosen the distributor clamp which is located below the

main body of the distributor on the shaft. With the ignition on, the multimeter will read a non-zero value if the circuit is open (it can be positive or negative depending on which way you attach the probes) and zero if the circuit is charging the coil. If the multimeter is reading zero, the timing is retarded: rotate the distributor body to advance the timing: clockwise for Crewe V8s and CCW for Crewe sixes until you find the point that the multimeter transitions to a non-zero value. If the multimeter initially reads a non-zero value, the timing is too advanced: rotate the distributor body CCW for V8s and clockwise for sixes a wee bit further than necessary to cause the multimeter to go to zero, then reverse direction to creep up on the transition point from the other direction. This nuance is important to eliminate lost motion in the direction of normal rotation. Take care not to leave the ignition on for extended periods as this can damage the circuitry in the sensor.

When you are satisfied, clamp down the distributor, replace the distributor cap, and start your engine. If you care to fine-tune the engine timing dynamically using a strobe light, you can be assured that the engine will start. Barring any collateral issues, you should now be ready for a road test.

### Set-up on a Distributor Tester

Naturally, a distributor with Pertronix conversion still relies on springs and flyweights to advance the timing as engine speed increases as well as tightly-toleranced shaft and bushings to minimise timing variability (wobble) from cylinder to cylinder. If these things are to be examined, the best way to evaluate them is to remove the distributor from the engine entirely and run it up on a distributor tester. The Pertronix sensor will indeed trigger the coil in the distributor tester; it just needs to be powered with a 12V supply. For negative earth set-ups, attach the distributor lead (usually red) on the tester to the black Ignitor wire, the earth lead (usually black) on the tester to the distributor body and then connect a 12V battery or power supply with positive supply to the Ignitor's red wire and earth the negative supply to the body of the distributor. For positive earth set-ups, attach the distributor lead (usually red) on the tester to the distributor body, the earth lead (usually black) on the tester to the black Ignitor wire and then connect a 12V battery or power supply with negative supply to the Ignitor's black/white wire and the positive supply to the body of the distributor.

## Bentley Heritage by Robert Austin Executive Director of the Rolls-Royce Owners' Club



Bob Austin, the Executive Director of the Rolls-Royce Owners' Club in America, has written the following item, and has kindly given us permission to use it.

Terry Lee is the manager of heritage parts of Bentley Motors in Crewe, and for several years has attended the Annual Meetings of the RROC. Terry has a huge passion for cars, and if you have not yet met him, you should go out of your way to do so at our next meet.

Terry wrote to me last week to tell me that he and his colleagues are just finishing a three year project to develop a website that will become the home of all of the Parts Manuals for Bentley and Crewe built Rolls-Royce motor cars from 1955 to 2008! Note: this excludes Bentley Continental models from 2003 onwards, and all post-2003 Rolls-Royce motorcars. This fantastic resource is now available in North America and can be accessed by simply clicking this link: [www.heritage.bentleymotors.com](http://www.heritage.bentleymotors.com). Initially, the site will only show the catalogues from 1980 to 2008, with the catalogues for 1955, 1960s and 1970s to follow in short order.

I think we all owe Terry and the team at Bentley a big "thank you" for recognising just how useful this site will be for many of our members.....and that is both the Bentley owners and owners of Rolls-Royce motor cars from 1955 to 2002. I should point out that our members have about 7000 cars registered with us, and the split is about 5000 Rolls-Royce and 2000 Bentley.

But, if you consider both marques were built in Crewe

between 1955 and 2002....they represent about half of the cars you all own!

If you have a Bentley or Rolls-Royce motorcar that fits into this range, please visit the Heritage Parts Website. It is way more than simply a digital parts book. It will allow you to register your name and the chassis numbers of your vehicles, so you do not have to enter them every time you wish to look up a part. It features easy access, simple navigation, and is iPad and mobile device friendly so you can even look up parts while on the move. If you wish, you can opt in to receive news, offers, and promotions. And, you may also send an electronic quotation request to the dealer of your choice for the parts you need.

Bob adds: Hi Tom,

You are absolutely free to copy the material in my email regarding the Bentley Heritage parts section. I am sure the guys at Bentley would like nothing better! So please go for it.

Let me clarify one point. Some people have written me saying they cannot tell from the Bentley site what the parts would cost and it takes and therefore the site is not really efficient.

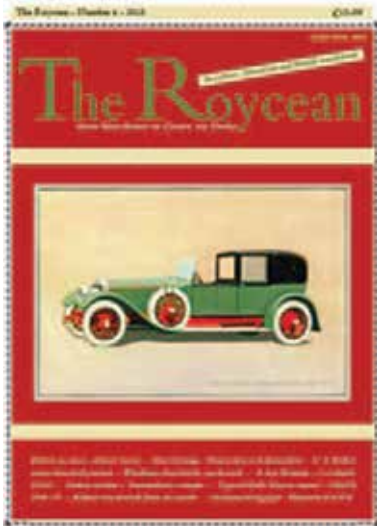
Well, the truth is (certainly in the US) that a vehicle manufacturer may not sell parts directly to a retail customer. The actual sales transaction must be between an authorised dealer and a retail customer....and while the manufacturer may have a "suggested retail price", the transaction price between the dealer and the customer is ultimately determined by the dealer.

The way the site is set up...it is very helpful in letting you see how things fit together, what parts make up any given assembly, and what is the part number of the particular piece you need. That in itself is a huge help! Next you enter the parts you need in your "shopping cart", then insert the name of the authorised dealer you would like to buy them from. At that point, the dealer will get an e-mail showing your parts order and your location. He will then price out the items and he will send you the price for your order.

Since this website will span the globe, there will be shipping and customs considerations...another reason why it is not the same as shopping on AMAZON or other retail websites.

Anyway, I think it is still a wonderful service and will be really helpful for Rolls-Royce and Bentley owners around the world! Please use it as you see fit.

All the best,  
Bob Austin



**The Roycean:  
From Manchester to  
Crewe, via Derby**

Quorum Press, 2015. 148 pages, illustrated. £12 plus shipping. Order from: [rrab@completeclassics.co.uk](mailto:rrab@completeclassics.co.uk)

Now six years old, *The Roycean* is becoming a veritable institution—only to be downgraded from an annual to an “occasional publication with no fixed dates” due to difficulties in sourcing suitable material and editing it. Sigh.

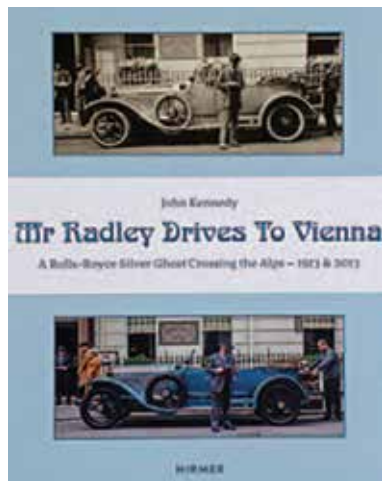
Not counting a colour section of reproductions of

coachwork drawings (R-R of A and Thrupp & Maberly) the book-let contains six properly learned articles. If there is a theme, which would be accidental anyway, it is one of people and places in the Rolls-Royce story. From a room by room tour of cellar to attic in Royce’s home Brae Cottage (expensive digs, and not at all “cottagy!”) to adoptive children to business partners, *The Roycean* adds both granular details within details, and totally new information.

Among the latter must count the elusive 3-cylinder 15 hp car of which only six were sold. Here the third chassis, 23924, is discussed.

Elsewhere are featured Windham Detachable Coachwork, the driving and car-owning habits of a Scottish gentleman, the interiors of Kellner bodied cars, and P II 47GY. As always, a lengthy section at the start deals with miscellanea, this time mostly photo postcards and aero-engined cars (this year being the centenary of the V12 aero engine.)

Sabu Advani



**Mr Radley Drives to  
Vienna**

by **John Kennedy**

Hirmer, 2015. 152 pages, 80 colour illustrations, hardcover. \$35 / €29.90. ISBN 9783777423463.

Look closely at the cover. The bottom photo looks like a colourised version of the top photo, right? No! Everything is restaged—a hundred years apart: same car, people striking the same poses in front of the same buildings etc.

This book was prompted by the discovery of a surviving photo album from the original 1913 Alpine Trials in which famed English aviator James Radley had privately entered his Silver Ghost 2260E—and won. This car has survived the decades, and has been painstakingly restored to as original a condition as possible. The Alpine Trials were so important in automobile history that they have been re-enacted several times, and 2260E has participated several times. Several commemorative books have been published about these events, but 2260E’s owner John Kennedy realised that between finding the 1913 photos and the upcoming 100-year anniversary he had the opportunity to do something utterly unique. He moved heaven and earth to ascertain which of the locations depicted in the 1913

photos still existed and remained accessible—and then arranged for his car to be photographed there once again. If that’s not complicated enough, consider that even the “props” and people are as period- correct as possible!

Based on newly found material, the portfolio gives a brilliant overview of the Trials. Cognoscenti are well aware of the tremendous amount of research and labour invested by the late Christopher Leefe (manifest, for instance, in the *Compendium* published for the 1973 Alpine re-enactment) and also David Dudley and Guenter Holsteiner to name but a few of those who made Alpine ’73 and ’93 become reality. Surely Alpine 2013 benefited from similarly enormous input from various corners, but the author does not allude to any such work.

There are what might be considered shortcomings, too. Kennedy mentions on p. 102 that Baron Fritz Mayr von Melnhof had been a contestant in the 1910 Alpine with a 48 hp Mercedes. True enough, but in the context of a Rolls-Royce book would it not have been far more relevant to mention that this Austrian aristocrat later acquired two (!) of the 1913 Rolls-Royce team cars from the Vienna depot (chassis 2224 and 2260, the latter being more or less a twin of the Radley car)? And, speaking of chassis numbers, an absolutely cardinal part of any proper Rolls-Royce story, he never identifies the team cars, nor their drivers, although period photos of both appear on pages 87–89. Nor is there a table of technical specifications of the Silver Ghost, surely something that those not intimately familiar with the technical refinements of this seminal model would have found useful. Little things like that would broaden the book’s appeal and utility, which, given the author’s immense dedication, is really what the book deserves.

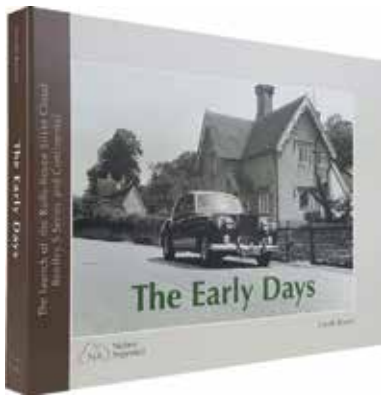
Also available with a set of 4CDs, £90.

—K.-J. Roßfeldt



*John Ferguson’s photograph from the Rolls-Royce Enthusiast’s Club event at Burghley, showing his daughter Anita driving 2260E. John Kennedy, alongside, is wearing Mr Radley’s hat, and the cap worn by Anita is essential for any co-driver. (Below) John Kennedy dresses less formally when visiting his native New Zealand.*





**The Early Days  
The Launch of the Rolls-  
Royce Silver Cloud,  
Bentley S Series and  
Continental**

**by Davide Bassoli**

Nubes Argentea, 2015 100 pages, 105 b/w & 21 colour illustrations, 8 drawings, soft-cover, case. List Price: €125 plus shipping ISBN 13: 978-88-909571-2-3

[www.nubesargentea.com](http://www.nubesargentea.com)  
[info@nubesargentea.com](mailto:info@nubesargentea.com)

Focusing on the launching year of the Rolls-Royce Silver Cloud and Bentley S Series, this unusual book takes the reader back to 1955 to experience the car as a contemporary would have. People who like to “play” with books are in for a surprise!

The first all-new postwar Rolls-Royce/Bentley model is 60 years old this year, and has attained a firm, iconic place in the world of automotive design. To recognise that anniversary with proper pomp and circumstance, the author published last year an opulent (and award-winning) book that surely ranks as the definitive work on the subject. It tells you everything you need to know about the Silver Cloud/Bentley S.

But . . . “just” knowing isn’t enough. We can’t travel back in time, but Bassoli wants today’s reader to really get a feel for how people back in the day who had never seen this car reacted when it was launched—to its aesthetic impact, technical features, build quality etc. The next best thing to being there is this highly elaborate box set of reproductions of launching and other period materials, down to a printed lunch menu from the 1955 motor show.

This set was produced just in time for a commemorative event that the author had organised in his role as the Rolls-Royce Enthusiasts’ Club Registrar for this model at the very place, and on almost the same day, the original media launch had taken place in April 1955.

The core of the set is a conventional-looking book—landscape format, soft-cover—that summarises the genesis of the model, the business case, and its place in the Rolls-Royce universe. Period road tests, reviews, quotes from customers and dealers and Rolls-Royce staff, a quick look at the five surviving British coachbuilders of the day, and market analysis and sales



figures paint a rich picture of the car’s place in the world. Without the book, the whole kit would probably only appeal to hard-core enthusiasts, but, with it, the whole affair is a perfectly competent stand-alone introduction to the car. But it specifically concentrates on that one year, so much so that every single photo here is from 1955. This is all the more remarkable as many of the photos have not appeared in print before.

Now, the goodies. Think of this as a pop-up book for adults. The three-panel “case” has pockets on each panel that contain reproductions of the original 1955 press release complete with three b/w glossies, a folded drawing of H.J. Mulliner’s design no. 7400, a card that would have been attached to the dashboard explaining the various controls (comes on an actual piece of string), and the motor show lunch menu. The pocket on the centre panel houses the book, and to gauge the attention to detail consider that the pocket is cut with a curve at the top that follows the swage line of the car. Only when you pull the book out does the top half of the car become visible. That Bassoli found a printer willing to do this sort of thing is simply astonishing.

Bentley folk will surely notice the Bentley green endpapers (and pockets); it is not implausible to speculate that this is not a random choice: in the early days to whom this book owes its title the Bentley version did outsell the Rolls-Royce. Signed copies are available from the author. Sabu Advani

## Holiday Snaps

Several of our members travelled overseas during the southern winter. As well as the photographs appearing on pages 24 to 26, Malcolm Graham’s log which he kept during extensive road travels in America makes excellent reading, and is available electronically from the editor [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz)



*Sue’s Jackson’s photographs from Geneva Motor Show; (left) an invitation from the Rolls-Royce Wraith; and (right) a Bentley GT Speed after extra attention by Mansory*





*John Ferguson's photograph of the Gurney Nutting Coupé Phantom III, chassis 3AZ158, at the Rolls-Royce Enthusiasts' Club Annual Rally and Concours at Burghley Castle in June; the most expensive Phantom III to be sold by auction, at €1.15 million in 2012, an extensive restoration by P & A Wood has just been completed, including a new engine block made by Stephen Boddice and Matt Pickles.*



*Its current equivalent, photographed at the Geneva Motor Show by Sue Jackson. The bright lighting and extreme levels of gloss often made the cars look as though they had measles.*



*(Above) Sue Jackson photographed this German registered Bentley GT3, an early one to “escape,” on the side of the road in Geneva, and, (below) a Wraith at the Geneva Motor Show*





### *The Rolls-Royce Dawn*

On 8 September at Goodwood, the Chief Executive Officer, Rolls-Royce Motor Cars Torsten Mueller-Oetvoes, said:

“Our new Rolls-Royce Dawn promises a striking, seductive encounter like no other Rolls-Royce to date, and begins a new age of open-top, super-luxury motoring. Dawn is a beautiful new motor car that offers the most uncompromised open-top motoring experience in the world. It will be the most social of super-luxury drophead motor cars for those who wish to bathe in the sunlight of the world’s most exclusive social hotspots.

“Quite simply, it is the sexiest Rolls-Royce ever built.

“The name ‘Dawn’ perfectly suggests the fresh opportunities that every new day holds – an awakening, an opening up of one’s senses and a burst of sunshine. In its tentative, inchoate, anticipatory state, dawn is the world coming to light from the ethereal dark of the night. The early-day chill of dawn provides an erotic tingle on the skin, awakening the senses and passions as the day begins.

Like Eleanor Thornton, thought by many to be the inspiration behind the Spirit of Ecstasy, the Rolls-Royce Dawn will itself prove to be the muse that leads its owner to believe that at the start of the day, anything is possible.”

Rolls-Royce Motor Cars tackled previously compromised open-top design of “two plus two” and are confident that they have achieved the world’s only true modern four-seater super-luxury drop-head, which they have named “Dawn.”

They have taken as their inspiration the 1952 Rolls-Royce Silver Dawn Drop-head Coupé built by their subsidiary coach-builder Park Ward. After years of post-war austerity the Silver Dawn was introduced to supplement the larger, and coach-built, Silver Wraith, and for the first time a standard body, known as the “Standard Steel Saloon,” was offered. The Silver Dawn chassis was available to coach-builders, and Park Ward built 28 Drop-head Coupés between 1950 and 1954.

Much like the 1952 Silver Dawn Drop-head, the new Rolls-Royce Dawn has 80% of its body panels uniquely different from its stable-mates, the Phantom, Ghost and Wraith.

Rolls-Royce’s aim was to make the car look as beautiful with its roof up as with it down, and continue their ideals of 2:1 wheel height to body height, long bonnet, short front overhang, a long rear overhang, an elegant tapering rear, and a high shoulder line. At the front, the grille is recessed by approximately 45mm whilst the lower front bumper has been extended 53mm compared to Wraith’s. The grille and bumper focus attention on the horizontal lines of the car rather than the traditional vertical lines of the other members of the Rolls-Royce family. The bumper now incorporates the number plate surround and a new lower air dam. The mesh in the lower valance is recessed and black in colour, helping create a sense of depth to supplement the depth in the grille. When viewing the Rolls-Royce Dawn in side profile, the eye is drawn

to the profile of the car, with the soft top shape being harmonious and homogenous, without the concave areas or sharp struts seen in other manufacturers’ soft tops. In addition, new 21” polished and 21” and 20” painted wheels ensure Dawn remains a perfectly executed, contemporary expression of Rolls-Royce luxury.

The rear end of the car, having swelled over the feminine ‘hips’ of Dawn, tapers in towards the rear, echoing the elegant design of early ‘boat tail’ Rolls-Royce drop-head coupés, and also the motor launches of the early 20<sup>th</sup> Century which inspired them.

Two key techniques were employed to ensure the roof not only appears beautiful in its form, but also contributes to the silence of the car. A perfectly smooth surface, combined with an innovative tailored ‘French Seam’ ensures that the air flow over the car with the roof up creates no noticeable wind noise. Inside, the Rolls-Royce Dawn is as silent as a Rolls-Royce Wraith – a first in convertible motoring. Uniquely, it can be raised at speeds of up to 50 kph.



When the soft top is lowered in just 22 seconds (silently, of course), the Rolls-Royce Dawn is transformed, and the steep rake of the windscreen, the swage line that flows over the rear haunches, and the high belt line rising along the profile give the impression of effortless swiftness. The stainless steel waist line finisher that wraps around the cabin encompasses the deck that covers the soft top when stowed, and includes the high-level brake light. This metal feature harmonises with the stainless steel door handles, polished wheels, visible exhausts and front and rear bumper.

The deck itself has open-pore Canadel panelling that traces the horse-shoe shape of the rear cabin, and demonstrates the great advances that the craftspeople in the Wood Shop at

Goodwood have made in wood crafting technology and techniques. The wood on the deck, chosen by the customer to suit individual taste, flows down the 'Waterfall' between the rear seats, and around the cabin clothing the interior door panels.



Rolls-Royce's unique coach doors complement the long front wings and relaxed waft line, creating a long body profile and a cosseted cabin. Evocative of the classic sports car profile, they add considerably to the easy access for rear passengers. The coach doors also serve a more fundamental purpose, as they add significantly to the overall strength and stiffness of the body, allowing the construction of an uninterrupted A-pillar.

The first impression upon entering Dawn is of the four separate bucket seats, with no compromise in comfort wherever you sit. The wood on the surfaces are book-matched down the centre console in a chevron pattern.

The instrument dials have also undergone subtle enhancements, with individually applied polished metal chaplets around the dials evoking the precision design of hand-made, luxury wrist watches, whilst the matt chrome centres 'float' in the middle of each instrument. In addition, a new clock design featuring the new motor car's name has been introduced.

For those who are interested in sharing music and entertainment with their friends, Rolls-Royce's audio system has been specially calibrated for the unique configuration of the Rolls-Royce Dawn. Finely tuned by Rolls-Royce audio engineers, it is the most exhaustively designed automotive hi-fi system ever developed, and has been minutely calibrated to compensate for the dual personality of Dawn. Whether the roof is open or closed, the system ensures perfect acoustic balance and performance. Audio engineers were consulted throughout the design process of the car on the effect proposed changes may have had on the performance of the audio system – a practice unparalleled in the automotive world. Sixteen individually-tuned speakers, with both theatre and studio settings, deliver a pure 'larger than live' sensation. Two bass speakers located in the boot complement seven tweeters meticulously placed throughout the cabin. The system utilises a highly sensitive microphone to constantly monitor ambient exterior noise, subtly adjusting the volume and tone settings accordingly to ensure the system delivers consistent perfection. The technology complements this, with frequency and phase correction for individual speakers eliminating potential loud and dead spots caused by outside influences.

The Rolls-Royce Dawn also introduces several other tailor-made engineering innovations. The challenge in designing any convertible lies in retaining a high degree of torsional rigidity throughout the body to minimise the "scuttle shake" associated with most convertible cars, while keeping weight down. Extensive testing and research were carried out before the engineering team were satisfied, and many thousands of kilometres were driven over rough road surfaces to help identify and eliminate potential problems. The result is a chassis that makes the Rolls-Royce Dawn the most rigid four-seater convertible available today.

A newly designed suspension configuration takes care of the specific behaviour of this open top motor car in the areas of body stiffness and mass distribution, guaranteeing ultimate cruising comfort and the expected Rolls-Royce 'magic carpet' ride. Fewer aerodynamic "lifts" in front and rear, a lower centre of gravity, in combination with newly designed air springs and

active roll bars, deliver surprisingly agile handling capabilities. The rear track is 24mm wider than Ghost's, and the wheelbase is 180mm shorter.

The Rolls-Royce engine is the twin-turbo 6.6-litre V12, with a power output of 563bhp/420kW at 5,250 rpm and a torque rating of 780Nm/575 lb ft at 1,500 rpm. The result is that the new Dawn is Rolls-Royce's most powerful full four-seat drop-head motor car to date, and, thanks to its advanced engineering, is lighter and more fuel efficient than the majority of "2+2" convertibles in the market.



Tyres are "run-flat," of 540mm (20 inches) diameter. These tyres enable the Dawn to run on a deflated tyre for at least 100 miles/160km at speeds up to 50mph/80km/h before needing a replacement. A remarkable level of control still exists, even with a tyre fully deflated. Optional 21" wheels are also available, mounted on 10-spoke rims. The inclusion of "run-flat" tyre technology removes the need for a spare wheel and jack, freeing up space in the luggage compartment.

Dawn is fitted with the "Spirit of Ecstasy Rotary Controller," an intuitive, one-touch solution that allows the user access to media and navigation functions. For example, characters for navigation input or media searches can be finger-drawn onto its surface, echoing smart phone practice. A one-touch call button located conveniently on the steering wheel allows users to summon the car's functions using simple voice commands. Both features remove the need for superfluous buttons and ensure ease of use. For example, one could simply press the button and say the command: "Navigate to St. Tropez," and the car's Satellite Navigation system will plot the fastest possible route. This controller presents a touch pad (rather than a touch screen which might leave unsightly fingerprints at driver and passenger eye level), with the ability to write characters by finger, as well as the ability to scroll through function menus by turning the chrome dial and pressing down to select its functions. The system recognises Latin and Arabic characters as well as Mandarin. The touch pad also allows 'pull and pinch' features, replicating intuitive smart phone functionality. These help the user pinpoint chosen areas on the screen or make them larger. Information from the significantly updated Multimedia Interface and Navigation system is displayed on a new 25 cm high-definition screen, whilst hardware and software changes have improved processing speeds for faster route calculations.

An Automatic Cruise Control system helps to reduce constant small precision adjustments of distance and speed, reducing continuous creep, stop and start. New software for the radar and camera, located in the front bumper valance and centre upper windscreen respectively, provides faster system response times, including faster pre-conditioning of the brakes to expect emergency pressure. Should the worst of circumstances arise, Dawn will deploy a concealed roll-over protection system from behind the rear head restraints in a fraction of a second. A ratchet system then locks them in place. This roll-over protection system also encompasses the entire windscreen surround of the car.

The Rolls-Royce Dawn's effortless dynamism is augmented with the addition of Satellite Aided Transmission, a tech-

nology which made its debut on Wraith in 2013, and is fitted as standard on Dawn. This utilises GPS data, to allow the car to see beyond what the driver sees, anticipating the next move, based on location and driving style, and uses this information to select the most appropriate gear from the Dawn's 8-speed ZF gearbox; for example, when approaching a sweeping bend, the car will predict how you wish to drive through it. When the driver lifts the accelerator it will hold the lower gear to ensure maximum power is available on accelerating through the exit of the corner.

The most recent developments in LED lighting technology have also been applied to the Rolls-Royce Dawn. The way this light is managed is significantly enhanced by adaptive technology. Electronically controlled reflectors move in the direction of travel in response to wheel turns to give a greater depth of vision when cornering, and a whiter, brighter light ensures safer driving on dark roads, whilst helping reduce driver tiredness.

In addition, automatic dipping of full-beam headlights has been replaced with new glare-free technology. When a car approaches, light is deflected to ensure the oncoming driver is not dazzled. Dawn drivers therefore enjoy the safety benefits of constant full-beam visibility. Night-time driving safety is boosted by the head-up display and heat detection system that detects both human and animal heat signatures, and issues an audible warning to the driver of possible danger.



Rolls-Royce was represented on the Motor Circuit throughout the event by a 1954 Rolls-Royce Silver Dawn Drop-head Coupé by Park Ward, finished in Brewster Green, with dark green hood and green hide. One of only 28 Silver Dawn Drop-head Coupé models to be built, this model was one of only eight to feature 'high line' wing styling, and was loaned for the occasion by a customer of Rolls-Royce Motor Cars.



Rolls-Royce Motor Cars were present during the Goodwood Revival Weekend from 11 to 13 September. The Rolls-Royce Radford building at the March Motor Works, this year titled "March Mews SW1," presented an appropriate tribute to the "Finishing Shop" of Harold Radford (Coachbuilders) Limited, South Kensington. Radfords were long-established retailers of Rolls-Royce motor cars who, under G H Radford, developed a coach-building business in the late 1940s named Harold Radford (Coachbuilders) Limited. They developed their 'Countryman' range of conversions to Rolls-Royce motor cars.

A "new" Rolls-Royce Silver Cloud was displayed in the "Finishing Shop" – a factory Standard Steel bodied car fitted out with all the Radford embellishments that created the "Countryman," featuring many of the range of over 40 luxury optional extras as offered in Radford's brochure. A raised boot improved the capacity of the luggage compartment and a most convenient addition were the split folding rear seats, which allowed owners to stow bulky luggage for continental trips. The car presented is exceptionally rare, being the finest surviving example of only three originally built and a past Pebble Beach Concours winner.

The sound of 2<sup>nd</sup> World War aeroplanes continued after the Revival, with more than 40 Spitfires and Hurricanes taking off from Goodwood Aerodrome on Tuesday 15 September, to commemorate the 75<sup>th</sup> anniversary of the Battle of Britain. Aircraft from across the UK, US and Europe took off over the Rolls-Royce head office and manufacturing plant, before making onward journeys for flypasts of airfields linked to the battle.





*The Bentley Bentayga undergoing winter testing in Sweden, to enable it the better to collect the kiddies from school.*

Stefan Sielaff has been appointed to the post of Director of Design at Bentley Motors. Starting in the industry with Audi, he took a Vehicle Design degree from the Royal College of Art in London, and at the age of 53 he has had more than 25 years of service in the Volkswagen group.

On 9 September, Bentley Motors announced full details of its new Sports Utility Vehicle, which they have named Bentayga. It has an all-new twin turbo-charged 6 litre W12 engine, and with 608 PS (600 bhp/447kW) and 900 Nm (663 lb. ft) the car achieves a 0-60 mph time of 4.0 seconds (0-100 km/h in 4.1 seconds) and a top speed of 187 mph (301 km/h) making it the fastest and most powerful SUV so far manufactured.

The Bentayga will make its full public debut at the IAA Frankfurt Show from 15 to 27 September. Customer deliveries will start in early 2016.

Bentley Motors are proud of the levels of precision they have achieved in the detailing of metal, wood and leather, with meticulous tolerances between those components of trim.

Wolfgang Dürheimer, chairman and chief executive of Bentley Motors, commented: "The Bentayga is truly the Bentley of SUVs. It redefines luxury in the SUV sector and offers a genuine Bentley experience in any environment, thanks to a combination of unparalleled attention to detail, go-anywhere ability and cutting-edge technology. With this extraordinary car we are looking forward to an exciting period of strong growth and sales success for Bentley. The Bentayga is the next step in our brand's bold future."

It offers a wide range of on- and off-road drive settings of any vehicle via Bentley's Drive Dynamics Mode and optional Responsive Off-Road Setting. Eight modes are available, allowing drivers, at the turn of a dial, to select the appropriate set-up for any surface or road condition. This is complemented by Bentley Dynamic Ride (electrically activated 48V active roll control) and Electric Power-Assisted Steering (EPAS), while the Driver Information Panel displays information on pitch, roll, wheel articulation, steering angle, compass bearing and altitude.

Adaptive Cruise Control (ACC) including Stop & Go, Predictive ACC and Traffic Assistance enables the driver to maintain a set distance to the vehicle in front. Predictive ACC uses the

navigation data, sensors and cameras to predict upcoming corners, city boundaries and speed-limit changes, and can then modify the vehicle speed accordingly, improving both comfort and fuel economy.

For urban environments, there are a number of driver aids available on the Bentayga. These systems – such as Traffic Sign Recognition, which detects a wide variety of traffic signs and displays information to the driver; Rear Crossing Traffic Warning, which uses radar technology to detect crossing traffic when reversing out of a parking space; and Top View, a system which uses four cameras to display an overall picture of the vehicle's surroundings – combine to enhance everyday usability. The Bentayga is also available with Park Assist, a system which detects suitable parking spaces before autonomous steering takes over to support parking manoeuvres.

Other innovative systems available on the Bentayga include Electronic Night Vision, which uses infra-red technology to identify potential obstacles ahead, and a Head-Up Display, which reduces driver distraction and increases safety.

The Bentayga's has a 20 cm touch screen "infotainment" system, with innovative navigation technology, a 60GB hard drive, and a choice of up to 30 languages. Rear seat passengers have the Bentley Entertainment Tablet, a removable 25 cm Android device with 4G, Wi-Fi and Bluetooth for high-speed on-board connectivity. There is a choice of three different sound systems for the Bentayga: Bentley Standard Audio, Bentley Signature Audio and Naim for Bentley Premium Audio. The latter is the most powerful system in the segment, with 1,950 watts, a network of 18 speakers and super-tweeters for recreation of the highest audio frequencies.

Extensive use of aluminium has achieved has enabled a total weight saving of 236kg compared to a traditional body construction. The Bentayga comes as standard with a panoramic glass roof of almost 60 per cent of the total roof surface; the 1.35 square metre glass is split into two panes. The front panel tilts and slides, and the whole glass surface can be obscured via an electric, full-length roller blind. Either side of the glass roof are aluminium roof rails that combine two different finishes – a high-gloss black base and bright anodised top section. There are sev-



*The Bentley Bentayga interior*

enteen exterior paint colours, with up to 90 hues available in the extended range.

A new range of alloy wheels is available, ranging in size from 20" to 22".

The interior features wood and leather throughout, with a choice of seven different veneers, and highly polished metal is featured for controls. There is a choice of fifteen colours, and also fifteen carpet options. The front seats have 22-way adjustment, including adjustable cushion and backrest bolsters, and there is a six-programme massage system, seat heating and ventilation. Four or five-seat configuration is available, and in four-seat form the two individual rear seats adjust in 18 different ways, and include massage and ventilation functions as well as footrests. The veneered rear console hides additional functionality such as cup holders, storage areas and USB charging sockets.

The new W12 engine uses both direct and indirect fuel injection, and switching between the two technologies, the combination of these systems maximises refinement, delivers low particulate emissions and maximises power and torque delivery. The efficiency figure of 292 g/km CO<sub>2</sub> is made possible in part by Bentley's Variable Displacement system, which shuts down half of the engine under defined conditions. Intake and exhaust valves, fuel injection and ignition are all shut down on defined cylinders, with the engine running as a six-cylinder for improved efficiency. The Bentayga has an eight-speed automatic gearbox, specially strengthened to handle the high torque levels of off-road driving. With its "Start-Stop" technology, coasting is also available, as the engine rests not only when the vehicle is stationary but also at 'near to stop' speeds. In 5<sup>th</sup> to 8<sup>th</sup> gear, when the driver releases the throttle (at motorway cruising speed, for example) the car will open the torque converter, dropping the engine to idle and simply

allowing the car to roll or 'sail'. When the throttle is reapplied, or the car starts going downhill and detects an increase in speed, the transmission is re-engaged. Hill Descent Control (HDC) automatically regulates the vehicle's speed on steep declines, allowing the driver to concentrate fully on steering and obstacles ahead. It can be pre-set at speeds between two and 30 km/h (going in either direction) and works on gradients greater than five per cent.

The new W12 has an 11.9% efficiency improvement compared to the existing power-train, and will also be available as diesel and hybrid variants in the future.

The development programme for the Bentayga has been the most exhaustive in the Bentley brand's history, ranging across five continents. From the dirt and gravel of South Africa and the dunes of Dubai, to the muddy fields of Cheshire, and from -30°C in the frozen North Cape to 50°C desert heat, the Bentayga's ability to perform on any surface and even in the most extreme conditions has been proven.

The Bentayga has also driven more than 400 laps of the famous Nürburgring Nordschleife circuit, as part of developing the dynamic performance of the chassis and fine-tuning the relevant control and stability systems. The unique features of the Nordschleife, including the high level of topographical change, variety of surface grip levels and wide range of cornering speeds, made it the perfect place to develop the fastest, most powerful SUV in the world.

As with all Bentleys, the Bentayga comes with multi-mode air suspension. The Bentayga driver has four different modes to choose from: High 2, High 1, Normal and Low. High 2, for example, can be manually selected when tackling more severe off-road surfaces. Customers can also lower the rear suspension from a switch in the boot, to ease loading and trailer hitching.

## Bentley Bentayga Technical Specification

<b>Engine</b>	
Type	6-litre twin-turbocharged W12 TSI
Max Power	608 PS / 600 bhp / 447 kW @ 5250-6000 rpm
Max Torque	900 Nm / 664 lb.ft @ 1250-4500 rpm
<b>Transmission</b>	
Driveline	ZF eight-speed automatic gearbox, permanent all-wheel drive, Torsen centre differential, open rear differential, 40:60 front/rear torque split
Ratios	1 <sup>st</sup> : 4.71; 2 <sup>nd</sup> : 3.14; 3 <sup>rd</sup> : 2.1; 4 <sup>th</sup> : 1.67; 5 <sup>th</sup> : 1.29; 6 <sup>th</sup> : 1.00; 7 <sup>th</sup> : 0.839; 8 <sup>th</sup> : 0.667
Final Drive	2.85
<b>Brakes, Wheels and Tyres</b>	
Front Brakes	400mm ventilated iron discs
Rear Brakes	380mm ventilated iron discs
Wheels	Standard 20", optional 21" and 22"
Tyres	Pirelli 275/50R20, 285/45 R21, 285/45 ZR21, 285/40ZR22
<b>Steering</b>	
Type	Electronic Power Assisted Steering, variable ratio
Turns lock-to-lock	2.3 turns
Turning circle	12.4 m / 40.6 ft
<b>Suspension</b>	
Front	Four link double wishbones, optional 48V electric active anti-roll bar
Rear	Trapezoidal multi-link, optional 48V electric active anti-roll bar
Springs and dampers	Self-levelling air suspension, Continuous Damping Control
<b>Dimensions</b>	
Wheelbase	2992 mm / 117.8"
Overall length	5141 mm / 202.4"
Width (across body)	1998 mm / 78.7"
Width (inc. mirrors)	2223 mm / 87.5"
Overall height	1742 mm / 68.6"
Fuel tank	85 litres / 18.7 UK gallons / 22.5 US gallons
Boot volume	430 litres / 15.2 cu ft (590 litres / 20.8 cu ft load cover retracted)
Kerb weight (EU)	2422 kg / 5340 lb
Gross vehicle weight	3250 kg / 7165 lb
<b>Performance - provisional and subject to Type Approval</b>	
Top speed	187 mph / 301 km/h
0-60 mph	4.0 secs
0-100 km/h	4.1 secs
<b>Fuel Consumption (EU cycle) - provisional and subject to Type Approval</b>	
Urban	14.7 mpg / 19.2 litres/100 km
Extra Urban	31.0 mpg / 9.1 litres/100 km
Combined	22.1 mpg / 12.8 litres/100 km
CO <sub>2</sub> emissions	292 g/km
Further Information	

For a 360° view of the new Bentley Bentayga, and to watch video interviews with key members of the development and design team, the web site is [www.bentleymedia.com](http://www.bentleymedia.com).

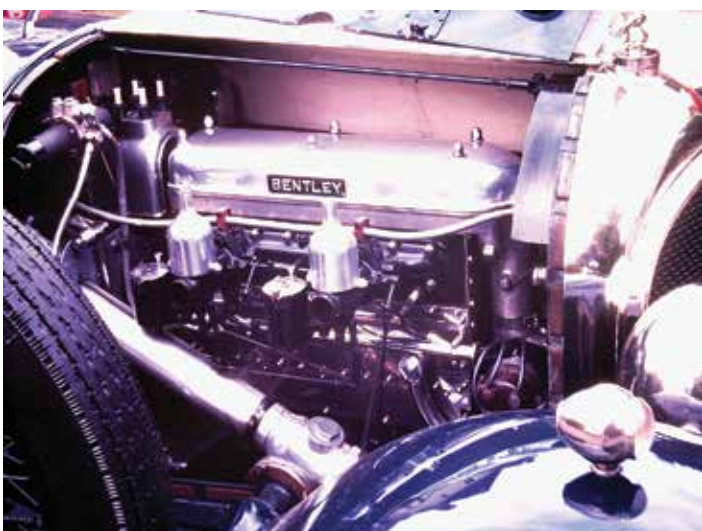
The Bentley Speed 6 concept car, known as EXP 10 appeared at the Geneva Motor Show in May. Bentley Chairman and CEO Wolfgang Durheimer was quoted at Geneva, saying that EXP 10 showed “potential to be the new pinnacle luxury two-seat sports car,” and at the Goodwood Festival of Speed Mr Durheimer, along with Rolf Frech of the Engineering Department, and Kevin

Rose of Marketing indicated that the enthusiastic response to the new concept meant that its production was a near certainty. As a distinctly different car to the existing Continental GT, the two-seater Speed 6 would be a direct rival to the Ferrari F12 Berlinetta and Aston Martin DBS. The engine is likely to be the new W12 which has been developed for the Bentayga SUV.





**Visitors to New Zealand:  
Mrs Mermie Karger's Saoutchik bodied  
40/50 hp, chassis 2442, at Bluff, 2004;  
and Miss Elizabeth Nagle's 3-litre at  
Christchurch, 1965**



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### Tentative Programme for Club Annual General Meeting Anzac Weekend 2016

#### **Saturday 23 April: Arrive in Napier.**

2pm: Meet at 'Hooters Vintage and Classic Vehicle Hire,' David Brock-Jest's establishment at 68 Thames St. Pandora, Napier. (06) 835-1722.

5pm: Registration at the Te Pania Hotel lobby. 26 rooms reserved.

7pm for 7.30: Informal dinner at the Masonic Hotel's Gatsby Room. \$65pp

**Sunday 24 April 10am:** Leave hotel for a visit to Beechams Cars; informal arrangements for car pooling for those not going to Beechams Cars but who **are** going to the lunch.

1pm: Lunch at Ormlie Lodge, an historic homestead built in 1899. This is a luxury boutique establishment. \$33 pp.

3-4pm: Display of cars and Concours at the Sound Shell on the waterfront at Napier (Under discussion). Private arrangements for sightseeing, wine tasting, shopping or Art Deco tours—or a nap.

6pm: Annual General Meeting. With welcome drinks at the Hawke's Bay Club (established in 1863 as a grand Victorian gentlemen's club) followed by the "Black Tie Dinner" at 7pm. As we are in the Art Deco capital of NZ (if not the world) this is the time to trot your stuff, go up-market and emulate the 1920s, with black Tie please gentlemen, and, ladies, your most glamorous and slinky long dresses. \$65 pp.

**Monday 25 April Anzac Day:** Time for goodbyes or private arrangements for further sightseeing.

Please note--- Both dinners are within **really** close walking distance of the Te Pania Hotel, so is possible to leave your precious motor in the safety of the hotel car park.

### Local (Southern Region) News

Our Southern Region member Andrew Bain has made the decision to modify his working environment from the "Classic Motor House" he maintained near Amberley north of Christchurch, after the premature death of Garth McVicar, who owned the motor museum to which Andrew's showroom was attached. He is building a showroom attached to his home at Balcairn, and is planning to have it running by this Christmas.

Another recent local development has meant that Rocky Point Garage in Heathcote, Christchurch, has lost its lease while the site is changed. Many local members have depended upon the ministrations of the ever-cheerful and thoroughly competent Joe Grose to ensure that our "interesting" cars are maintained and scrutinised for potential problems, and we are relieved that Joe has moved to a spotlessly clean workshop near the old premises, and is attached to Retrocar in Garlands Road, Woolston.

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6750cc V8, with 3 Speed auto and  
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longer than the Silver Spirit.



1968 Rolls-Royce Silver  
Shadow  
Very Tidy Car. Also. 1973  
Rolls-Royce Silver Shadow

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1983 Rolls Royce Silver Spirit

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## Terrorism Threat From Club Member



For those of you who think this is a Joseph Lucas Girder No 91, as included in a 20 HP tool kit, sorry, incorrect.

It is, in fact, an 'OFFENSIVE WEAPON', as decreed by Christchurch Airport Security.

I was acting as courier of said 'Weapon', delivering it from Mr Ferguson in Christchurch to Mr Eilenberg in Auckland when I was stopped at Christchurch Airport and bag searched. I was deemed to be carrying an 'offensive weapon' - a Mediæval Thumb Screw perhaps ....

In order to stave off imminent arrest and incarceration, I proceeded to explain that it was actually a part for a vintage Rolls-Royce. Magic words indeed; I suddenly went from being an imminent terrorist to an 'object of curiosity'.

The power of a premium brand!!

Rod Hutchison

(We are assured that the other item in the photograph was not an attempt to influence decisions - Ed)

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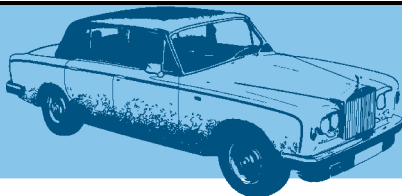
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Bumpers (chrome) front, right hand corner.

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- Dark stained Vavona Wood Trim.
- Fixed glass sunroof to the front compartment.
- Mulliner Driving Specification with Polished Wheels.
- Bentley Wing Badge and chrome inlay strip to Waistrails.
- Rear quarter Vanity Mirrors.
- Adaptive Cruise Control System.
- Travelled 12,873 kms.



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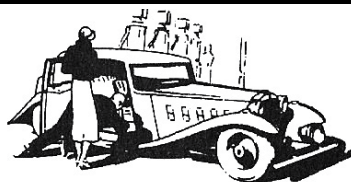
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### CLUB CALENDAR

#### NATIONAL CLUB

**ANNUAL GENERAL MEETING WEEKEND: Anzac Weekend 23 to 25 April 2016 at Napier.** Northern Region are organising a great programme, so mark it as a "must" in your diaries. Further details are on Page 34.

#### NORTHERN REGION

**Saturday 17 October: Pauanui Overnighter** Accommodation Pauanui Pines Motor Lodge (07) 864 8086 There are still a couple of rooms available - but hurry! There were 10 rooms set aside, so mention you are with the Rolls-Royce & Bentley Club when calling. Website: [www.pauanui-pines.co.nz](http://www.pauanui-pines.co.nz) Saturday dining at Puka Park at \$65 per person for a two course meal.

**Travelling plans** - gather at the BP on the Southern Motorway to depart at 11:00 Some might choose to meet at the **Bugger Café** for lunch - 12:30-ish at Pipiroa, State Highway 25 (formerly Pipiroa Country Kitchen) just before the Piako River Bridge <http://buggercafe.co.nz/> (+/- 45 minutes) The café also has a Facebook page you can access from their website. We then drive to Thames to visit the Mining Museum and/or the Butterfly House. More details to follow, and aim to arrive Pauanui Pines Motor Lodge around 4:00 pm.

**NB please advise Peter** ([pnam@ihug.co.nz](mailto:pnam@ihug.co.nz)) if attending. We need to advise Puka Park of numbers.

**November: Northern Region Annual General Meeting:** Further details to follow.

#### CENTRAL REGION

**Sunday 6 September: Spring Run to the Wairarapa,** and a visit to the Beetham Estate. Plans are to meet at a café in Masterton for **Saturday/Sunday 21/22 November: AGM Weekend at The Coachman Hotel, 140 Fitzherbert Ave, West End, Palmerston North.** Annual General Meeting 10 am Sunday 22 November.

#### SOUTHERN REGION

**Sunday 1 November: One Day Run to celebrate Spring:** Further information from the Southern Region Newsletter

**Friday 13 to Sunday 15 November: Canterbury Show Weekend Run to Nelson:** Further details from Southern Region News

**Saturday 5 December: Christmas Evening Meal** at Dux Dine, Riccarton Road, Christchurch.