

New Zealand Rolls-Royce & Bentley Club Inc

Issue 16-4 2016

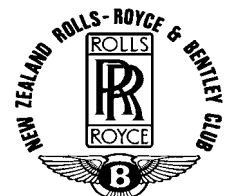




NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC)

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Membership

MEMBERSHIP of the New Zealand Rolls-Royce & Bentley Club Inc is open to anyone with an interest in these two 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
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Email: diknomi9@gmail.com or 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

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 191 Sparks Road, Christchurch 8025.

Commercial advertisements will be subject to a charge to the advertiser at a rate for colour advertisements of \$135 a half page, and \$270 a full page, payable to the NZRR&BC Inc.

Mainland Comment

Our magazine 16-3 has produced some comments, thankfully omitting to point out typographical errors due to the unfortunate absence of our Proof-reading Department. One error was entirely your editor's, who thought that the caption to accompany Wendy Bryce's photograph on page 14 should mention that the Mercedes-Benz car depicted was the legendary SSKL. Through the excellent magazine, *Concours d'Edition*, of the Vintage Car Club of Queensland (Inc), edited by Brian McMillan, has come the correction. The car in the photograph is one of 35 SSKs built, and of the six SSKLs which were built, none survive. Thank you, Brian and your cronies. It is another example of a legend built around a very few cars built.

The discussion of petrol prices in Mainland Comment of 16-3 was taken up, Naomi Neill reports, by the Television One programme "Fair Go," and Clive Edmonds noticed a small item in a newspaper which gives details of BP's profit margin here more than tripling, despite revenue decreasing by 15%, as the oil companies (and their shareholders) revelled in lower oil prices which failed to reach the customers.

Wherever possible, we include chassis numbers in our articles and photograph captions; we think a record of them is important, and hope you agree. Various sources are used, and the main one for the cars here is Roy Tilley's "Rolls-Royce and Bentley in the Land of the Silver Fern" (Roy Tilley, Wellington, 2015).

We sometimes refer to previous editions of our magazine, and readers without access to those copies may be interested to note that PDF versions of most magazines, from the time we went to the A4 all-colour format, are available from the editor. Drop him a line at the.king@xtra.co.nz

COVER

Roy Savage's immaculate example of a 1951 Rolls-Royce Silver Dawn, chassis SDB138. This car came to New Zealand when new, owned by J.R.

Butland Pty Ltd. This company, of course, produced Chesdale cheese, and this might be a good time for a rendition of "We are the boys from down on the farm, and we really know our cheese." This photograph is by Scott Stevenson.

NEXT MAGAZINE

Deadline for receipt of all material for Issue 16-5 is 22 September.

Letters

Dear All,

On behalf of Eddie, I would like to thank you all for the recently received award of Life Membership.

Eddie was quite overcome and very proud to accept this amazing award, and will be thrilled to display this in his room at Birchleigh Hospital here in Mosgiel.

Although his Rolls-Royce motoring days are over, he is very happy to have his car on display at the Warbirds Museum in Wanaka.

Regards to you all,
Joy and Eddie Riddle.

Hi Martin,

A few comments on the proposed expedition (see page 4) by one who has done it twice. It is a spectacular drive, particularly if one is fortunate enough to get sparkling weather round the Coast.

The road was opened about 1938, and I was in a car driven through by my father as part of a convoy of provincial Automobile Association delegates who had attended a conference in Napier. It was not long before I started at Christ's College, and the trip left such an impression on me that I took Diana round the same route on our honeymoon in 1955!

In those days a lot of the countryside was quite primitive and the road demanding, but I believe it has been much improved over subsequent years.

I would certainly jump at the opportunity of doing it again, but as I shall reach 90 next Feb (if spared)!! it may be a little foolhardy without support drivers? As to timing I would suggest October/November, when the Pohutukawas should be in bloom around the coast, and were spectacular on our previous trips about this time.

I note that the proposed "10th Anniversary Tour" would leave from Whakatane and finish at Napier, which is the opposite direction from my previous trips, but more logical with an Auckland or Bay of Plenty starting point.

Best regards,
Bruce Carey.

We Welcome the Following New Members

Barry Waldon, 27 La Colina Place, Bethlehem, Tauranga 3110

Phones (07) 577 9723 and 027 721 6211 E-mail barrywaldon@yahoo.co.nz

1954 Rolls-Royce Silver Dawn, Chassis SRH96

Peter Jackson, 95 Waioeka Road, Opotoki 3197

Phones (07) 315 7816 and 021 779 719 E-mail pachild@maxnet.co.nz

1970 Rolls-Royce Silver Shadow, Chassis SRH8002

Wayne Ruscoe, 36 Oakland St, Mataura, Southland 9172

Phones (03) 203 3715 and 0274 140 566 E-mail wayneruscoe@gmail.com

1982 Rolls-Royce Silver Spirit

Club Members' Advertisements



NZ B PERSONALISED PLATES FOR SALE. These plates are now surplus to requirements because I sold my Bentley and don't anticipate buying another. The plates will be listed on TradeMe as soon as I get this magazine. Just browse NZB on TradeMe and it should go straight to the ad. If you are interested but don't 'do' TradeMe, please contact the seller directly on (03) 377 8050.



WANTED TO BUY: BENTLEY 4½ LITRE 1920s -1930s. I am also keen to buy other interesting Bentleys and Rolls-Royces, and other classic and collectible European marques. Please call Max Fletcher 021 996 986

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

FOR SALE: I am selling most of the aviation, motoring and motorcycling books and magazines accumulated over past 50 years. My (low) estimate is over \$1000, but I will accept a lower figure if all sold as one lot. AbeBooks selling price (excluding postage) in \$US included where available. **Bob Cleave, 29C The Parade, St Heliers, Auckland 1071 09 5758115** releave@ihug.co.nz
Classic Cars (Amber Books Ltd 1997) \$5. *Flat to the Boards - a History of NZ Motor Sport 1901-1940* by Dick Messenger & Donald Wood (Craig Publishing 1985) \$93. *A Pride of Bentleys 1921-1971* Adams and Roberts (New English Library 1978) \$5. *The Bentley Era* by Nicholas Foulkes (Quadrille Publishing 2008) \$27 *Bentley 1919-1931 an Autocar Special* (IPC Transport Press 1978) \$20 *Bentley Motoring Miscellany* by Nicholas Foulkes (Quadrille Publishing 2005) \$4. *Members and their Bentleys 2000* (Bentley Drivers Club). *Bentley - Cricklewood to Crewe* by Michael Frostick (Osprey 1980) \$9. *The Bentley Car 1919-1931* by WO Bentley. *Rolls-Royce & Bentley* by Roy Corkerham. *Rolls-Royce: 75 years of Motoring Excellence* by Edward Eves. (Orbis 1979) \$1 *Rolls-Royce* by Roy Bacon (Sunburst Books) \$1 *Rolls Royce - Bentley* Exeter Books. USA ---- *Rolls-Royce and Bentley - a Collector's Guide* by Graham Robson (F.W. Publications 2006) \$12. *Kim - The Kiwi on a Konig* by Tim Hanna (Finish Line Publications 2010) \$29. *British Motorcycles of the 40s and 50s* by Roy Bacon (Simon Lewis Transport Books 1995) \$27. *Motor cycles in NZ* by Tim Chadwick (Grantham House 2006) \$30. *Easy Riders - Cruising the Long White Cloud* by Paul and Val Davis. (Harper Collins 2000) \$10. *The History of Motorcycles* by Mick Walker. *Norton Singles 1927 - 1966* by Roy Bacon (Osprey 1983) \$16. *Norton Singles - Hand-book. Norton - a Racing Legend* by Jim Reynolds (Book Sales 1995) \$4. *Velocette: Always in the Picture* by Burgess and Clew (Haynes 1991) \$33. *Morgan Sweeps the Board* by Alderson and Rushton (Gentry 1978) \$27. *The Great Cars* by Ralph Stein (Grosset and Dunlap 1967) \$4. *Motor Racing - the Early Years* by Brian Laban (Koneman, Coln 2001) \$6. *The Drivers - a Celebration of NZ Motor Sports Greatest* by Tim Nevison. *Spitfire - Flying Legend* by Dibbs and Holmes (Osprey 2000) \$4. *Spitfire - the History of Britain's Most Famous World War II Aircraft* by Robert Jackson (Paragon 2004) \$1. *Hurricane Tim - the Story of Sir Tim Wallis* by Neville Peat (Longacre 2006) \$21. *Jaguar: a Tradition of Sports Cars* by Viart and Cognet (Haynes) \$80. *Formula One - Unseen Archives* by Tim Hill (Paragon 2001) \$1. Magazines - Bentley Drivers Club: *Review* 13 copies 1988-2002 and *Advertiser* 13 copies. *Veteran and Vintage Magazine*: 35 copies, Editor: Lord Montagu. New Zealand Rolls Royce and Bentley Club: *Magazine* 50 copies 2007 on. *Beaded Wheels* 2006- 2015 55 copies. *Aeroplane Magazine*, London : 50 copies

Annual General Meeting in Christchurch 22 to 25 April 2017



The Southern Region is organising the Club's 2017 Annual General Meeting weekend, and it will be held in Christchurch from Saturday 22 April to Tuesday 25 April. Next year, Anzac Day does not fall conveniently to form part of a long weekend, but the Southern Region Committee has decided that, with an extra day "cribbed," a more leisurely celebratory event can be planned.

On the Saturday, registration will take place, and sight-seeing of the rebuilt city and its surroundings organised, using local members' cars as transport for those members who won't have their cars with them.

The Concours d'Elegance will take place on the Sunday, followed by the Annual General Meeting, and a dinner which will incorporate the prize-giving.

A road run will take place on the Monday, taking in some of the scenery and fine, quiet roads off the more beaten tourist routes, with some interesting visits incorporated.

Tuesday 25 April, Anzac Day, will be commemorated by individual Club members as appropriate to them, followed by departure for home or further touring.

East Cape Tour 10th Anniversary - Expressions of Interest

2017 will be the 10th Anniversary of the inaugural "First Light Rally" round the East Cape. This event was ably organised by Dick & Naomi Neill and enjoyed by all, so we are proposing to do a re-run next year, 2017, the 10th Anniversary.

The route will take in overnight stops in Whakatane, Hicks Bay, Gisborne and Napier, with an extra night in the Art Deco Capital to enable the rallyists to explore the city and its environs, concluding with a Farewell Dinner.

Would those of you who would be interested in revisiting the splendours of New Zealand's East Cape please contact me, Peter Morelli, at pnam@ihug.co.nz

Peter Morelli, Northern Region Secretary.

(Peter called for preferences of March or October/ November, and most so far have indicated the later date. That would spread the timing of events, bearing in mind the 2017 Annual General Meeting Weekend taking place in April. Please note Bruce Carey's letter of response to the Southern Region Secretary, Martin Vincent, on Page 3: Ed)



David Neely's photographs of: Peter Morelli's 8 litre Bentley, chassis YX5114, beside the largest Pohutakawa tree; a selection of cars at Hicks Bay; and John Stewart's Silver Dawn, chassis SDB112, at Tolaga Bay, during the First Light Tour in 2007





(Clockwise from front) Lesley Tilley; John Buchanan; Carol Snelling; Peter and Penny Willis; Elliott Snelling; Roy Tilley; Gary Nichols; Craig and Judith Pinny; Martin and Joan Ferner; Clive Edmonds and Wendy Bryce at the Wellington Club.

Report on Winter Solstice Dinner at Wellington Club, Friday, 24 June, 2016.

Wellington shone with all her brilliance this night, and the evening was only mildly cold to walk down the Terrace to Number 88. The venue was the Morrison Room on Level 6. Peter Willis was waiting for us, and the table was set as if it would be Buckingham Palace, for a grand occasion.

We all gathered for drinks and wines selected for our group, and at seven o'clock precisely we all sat down at the perfectly set table, while our orders were taken from the three course menu with a choice of dishes in each. I started with Porcini Mushroom Risotto, followed by Fillet of Groper, and for dessert, a Pear and Rhubarb Crumble with Salted Caramel Gelato.

The experience of fine dining for a special treat, once a year, is so worth looking forward to, and as I spent my life from 15 to 19 in Wellington, she holds many wonderful and rich memories for me. Even the sunset that evening as we drove along the harbour front was stunning; what a blessing.

After we had finished our meal in delightful company, the sixteen of us wended our way towards our bedtimes, thanking Peter Willis, our host.

The next morning the Committee went up to Paraparaumu, for our meeting at Craig and Judith Pinny's residence, followed by our outing to Southward Car Museum not far away.

There were many vehicles to see, in such a huge place. Most Wellington members had already been there more than once before, so only a few of us made the visit. It is the biggest car museum in the South Pacific, by its reputation.

This was a short Weekend away, but entirely enjoyable and worthwhile for both Clive and me. Last year there was flooding, with detours for Clive, and since I was in Europe, he went on his own. This year we took the jeep just in case. Wendy Bryce.



(Above) 4½ litre chassis XF3516, originally a saloon by Gurney Nutting. Your editor has the impression that this car was one of the "H.M. Bentley rebuilds" by W.O.'s older brother in the early 1930s.

(Below) 20 hp, chassis GTM26, 6-light saloon by Park Ward; Phantom I, chassis 100YC, a limousine by Thrupp & Maberley.



Southern Region Mid-winter Run 1 to 3 July



Atop Benmore High Dam, from left Trish and Ramon Farmer; George Calder; John Davies; Bruce and Philomena McIlroy; Karen Calder; and Hilary King.

It is a common custom for friends to gather for a mid-winter dinner, to perhaps replicate previous generations' celebration of Christmas in the Northern Hemisphere. Ten years ago, Bruce McIlroy suggested that, instead of just a dinner, why not drive somewhere more challenging than a local restaurant, and make a celebratory weekend of it? That was the start of an annual event for the Southern Region, and we have often been joined by friends from other Regions.

That first event, on 24 and 25 June 2006, followed a record snowfall, and the trip to The Hermitage at Mt Cook was in doubt until the last minute, when the roads were declared open again. That storm of 12 June did a great deal of damage, and many people were cut off, often without power, for a long time. Stephen Fowler, who farms at the evocatively named Windwhistle, on the north side of the Rangitata River, had to miss that run, for although the snow covering had halved in two weeks, it still measured 45 cm, and his stock needed him.

The venue has varied during that ten years, and included Hanmer Springs and Lake Ohau, so this year the Southern Region Committee felt that the provisional calendar for the year's events which they had arrived at would include the winter run to Dunedin, and published it as 25 and 26 June. Had they perused the Welsh Rugby Tour programme, they would have noticed that the All Blacks were playing the visiting side in Dunedin, and realised that accommodation in that city would be very scarce. Well, the Committee didn't, the problem was overlooked for various reasons, and then the run was cancelled.

That wasn't a good idea, and if the published calendar isn't adhered to, support will wane. Ramon Farmer worked hard to arrange, at short notice, a programme for the "free" day at Lake Ohau to tour the network of canals and lakes which supply so much of the hydro-electric power for our country, and is so often sped past with a "some-time I'd like to explore that."

Three couples - Trish and Ramon Farmer; Karen and George Calder; and Hilary and Tom King, met for coffee at Rakaia on Friday 1 July and at the Fairlie lunch stop were joined

by Philomena and Bruce McIlroy, and by John Davies. Malcolm McMillan, who lives at Lake Ohau Village, joined us both evenings, and Stephen Fowler on Saturday evening. This made a congenial group, and a cluster of cars including John's Model A Ford; George's Riley Adelphi 12/4; Bruce's 40/50 hp, chassis 60ZG; Ramon's 4¼ litre, chassis B175KU; Stephen's Silver Spur, chassis VCH60190; and the Editorial T Type, chassis SBH10636. George's Mark VI H.J. Mulliner Touring Saloon is currently being fettled, the damage caused by the slings with which it was unloaded on arrival in New Zealand in 1976, being addressed. George has owned the Riley Adelphi, chassis 27A5685, for a very long time. It even has a Bentley link, for the 16" wheels currently fitted were bought by your reporter for £50 from Ian Maxwell-Stewart in the early 1960s, and he owned three of our Bentley Club cars, the 3½ litre Gurney Nutting Sedan Coupé, chassis B127BL; the Mark VI, chassis B307MB; and the R-Type Continental chassis BC61C.

The weather was cool and clear for most of the journey, but banks of fog could be seen over some parts of the Mackenzie Country, and the town of Twizel remained locked in the pretty dreary and cold weather which had prevailed for some days. From there to Lake Ohau thick but quite shallow fog meant that careful driving was required, although the usual cosseted occupants of the "recreational vehicles" which seem to dominate our roads now didn't seem to even need lights in some cases.

Louise and Mike Neilson and their helpers at Lake Ohau Lodge gave us our usual welcome, with a great log fire, comfortable accommodation, and good food. The cars, despite having to stay outside, seemed to cope with the heavy frost on Friday night, helped by blankets, and John's Ford sported a burlap sack emblazoned "Coffee, Product of Kenya."

Ramon's Notes, running to four A4 pages and a map, had been prepared with a great deal of thought. They included a quite amazing amount of detail about the history of the power schemes, salmon farming and species, and the birth of our country's social welfare system, which was devised by the concern felt by the

Kurow school headmaster, Mr A.M. Davidson; doctor, Dr D.G. McMillan; and Presbyterian minister, Rev A.H. Nordmeyer about the conditions of workers and their families in those depressed times when the Waitaki Power Scheme was built by manpower, equipped only with picks and shovels, and wheelbarrows. To quote from Ramon's notes, "... a system to provide free medical treatment to men and families who paid a small weekly sum into a common fund; this was a revolutionary scheme at the time. Later, McMillan and Nordmeyer both emerged as Cabinet Ministers and became responsible for the birth of the New Zealand national social welfare scheme, developed directly from the Waitaki project. This was the last major project using solely manpower; mechanisation took over."

Ramon had devised two loops of about 44 miles each, with a lunch stop between them at Twizel. The car with the heating system was left at the Lodge, and by the time we turned left on the main State Highway 8, the surreally clear weather at Ohau had changed to thick fog. This froze on the windscreens, resisting the wiper blades and making driving hazardous, while the canals and public works we had hoped to see would have been as invisible



We ventured out from the warmth of Lake Ohau Lodge to commiserate with the cars.



Despite the almost surreal clarity of the air across the Mackenzie Country, banks of fog can be seen in the upper image, and (below) 60ZG is about to descend into one of them near Lake Pukaki.



as the traffic still happy to blat along at 100 kph. Therefore, the decision was made to head south, into the clear weather towards Omarama, and explore the Waitaki Valley and the lakes which make up the Waitaki, Benmore and Aviemore power schemes, which entered service in 1935, 1966 and 1968, respectively. Of course another coffee stop was required, this time at the excellent Wrinkly Ram at Omarama, and after marvelling at the scale of the Benmore High Dam, we travelled by the little road along the "other" side of the lake, hoping that none of the falling rocks, about which the signs warned us, chose our transit to start their journey. After rejoining the main Highway 83 at Aviemore, we lunched at Kurow, where the Valley Café was the main, and only, sign of life on that Saturday afternoon. John Davies would have liked to have delved into the second-hand shops, but they will be

there another day.

During the afternoon the weather changed again to a nor-wester, although it was still cool enough to make us feel at least slightly venturesome, and the wind coming down the Waitaki Valley had enough pace to produce a nice chop on the lakes. The amazing colours of our southern lakes, and the transition from the milky turquoise to the more "normal" colour when the Waitaki River approaches the coast is explained to visitors by Malcolm McMillan as what happens when the electricity is extracted from the water.

The Lake Ohau Lodge had arranged an Irish dinner and evening, and we counted 73 diners on what was an obviously enjoyable evening, which will help to compensate, we hope, for the late start to the skiing season, on which the Lodge depends for its



B175KU's colour scheme provides the only warmth in this scene on the road in to Lake Ohau.

winter custom.

The nor-wester kept the frost away that night, and we decided to follow the first part of Ramon's tour on the way home, so had a good tour around the Ohau A B and C schemes, and Tekapo A and B. Ramon's notes for the Nelson Weekend were extensively quoted in our report in magazine 16-1, and have been filed away for guidance in several readers' archive. His Notes for our Midwinter Run are available from rtfarmer@ihug.co.nz and would make a worthwhile addition to our knowledge.

It was an excellent weekend, and our congenial wee group are grateful to Ramon for his organisational skill, and for the sharing of some of his knowledge and research.



Bruce McIlroy photographed the reason we turned toward Omarama and better visibility.



John Davies's Model A Ford is putting on airs and graces.

**Hambe Gahle Rides Again, by Peter Morelli
Images by George Urquhart and Peter Morelli**



We're off to Ardmore for the D-Day Commemoration Celebrations. Hambe Gahle is very excited! He'd been grizzling away on the shelf. "This is no life for a Winged Rhinoceros," he would moan, moodily preening his wing-feathers. "Where's the adventure?"

Well, if it was adventure he wanted, adventure is what he got, in a manner of speaking.

At 7:00 o'clock on Sunday morning it was still quite dark - and VERY cold! Although much lighter by the time we reached Ardmore, it was still very cold, and foggy, and Himself was complaining that he'd lost all feeling in his nose.

However, he soon cheered up when his friend Amy arrived, with her carers, Steve and Dot Wynne, all the way from Kerikeri! They just pipped Dave Tomlinson, who had driven up from Rotorua, for the farthest travelled.

Sunny skies and the prospect of hot coffee soon had eve-



David Tomlinson's Turbo "R", Don Cresswell's 20 hp and George Urquhart's 20/25

ryone, including Hambe Gahle, feeling much more cheerful, and looking forward to the day's activities. And there was plenty to catch the attention. There were exciting aerial displays by an enticing variety of aircraft - Strikemaster Jets, Harvards, Yaks and Tiger Moths.

There were also many static displays, including the Military Re-enactment Society, who staged a mock battle with explosions and machine-gun fire. Hambe Gahle said the machine gun bangs hurt his ears. I had offered to take him for a walk around to look at the various displays, but he felt it was his duty to guard the car.

Rod Wise took a flight in the Catalina and Carol Cresswell went aloft in the DC-3.

All in all a very pleasant day; our trip home was uneventful, and a lot warmer than the trip there.

Hamba Gahle (pronounced hamba garshlie - meaning "to go well" in Zulu) is safely back on his shelf, his sense of adventure satisfied - for the time being at least. He says his nose has now thawed out completely!

We pass warm thanks to all those who supported our display - Judy Cole & Rod Wise; Ed Pollard; Don & Carol Cresswell; Geoff Going; David Tomlinson; and George Urquhart.



The line-up at Ardmore, with Geoff Going's Silver Spur; Ed Pollard's 20/25; Peter Morelli's 8 litre; Steve Wynn's 3 litre; David Tomlinson's Turbo "R"; Don Cresswell's 20 hp; and George Urquhart's 20/25 receding toward the horizon.



Steve and Dot Wynne about to depart from Ardmore, with Carol Cresswell and Mary Morelli in attendance. The car is a Bentley 3 litre, with a two-seater body by Felber on a 9 feet wheelbase "100 mph" chassis, number NR513, one of 18 of this model built.



At the Art Deco Rally, beside Sue and Kevin Williams's 1938 Packard (whose front suspension design was cribbed for the Mark VI), Silver Dawn and Silver Wraith), from left: Ann Hutchison; Peter and Mary Morelli; Sue and Kevin Williams; and Rodney Hutchison.



(From left) Ida Irwin, Rae Kennedy and Ian Irwin with John Kennedy's 40/50 hp Rolls-Royce, chassis 2260E.

The Hawkes Bay Branch of the Vintage Car Club of New Zealand (Inc) every year hosts cars from across the country, to their Annual Art Deco Festival. This commemorates the revival of the city of Napier following the 1931 destruction with associated damage throughout the region from a major earthquake. The annual event is a major tourist attraction which draws visitors from all over New Zealand and from Australia, the USA and the UK, and doubtless from many other parts of the world. There was a large European contingent present also.

Various makes or models of cars have been featured over the years at these events, including the 1930s Ford V8s and the Model A Fords, and last year it was the Auburn, Cord, Duesenberg family of cars. This year, the VCC had determined that the featured cars would be Silver Ghosts. There were ten cars attending, six of them from the Edwardian era, and four of the vintage era. All cars were driven to the event, despite some drivers experiencing some very poor weather in the north.

The featured cars and their participants were:

1907 Silver Ghost 60588, Adrian & Sylvia Garratt in their "White Ghost."

1908 Silver Ghost 6788, Nyall & Jolene Simkin and family

1911 Silver Ghost 1749, Adrian & Sylvia Garratt

1913 Silver Ghost 2260E, John & Rae Kennedy and Ian & Ida Irwin

1914 Silver Ghost 7PB, the Simkin family

1914 Silver Ghost, 7BD, John & Cynthia Chamberlain, South Island

1920 Silver Ghost 1FW, the Simkin Family

1922 Silver Ghost 47YG, Andy & Kath Fox, South Island

1922 Silver Ghost 45ZG, Ramon & Trish Farmer, South Island

1922 Silver Ghost 60ZG, Bruce & Philomena McIlroy, South

Island.

In addition there was a sprinkling of other pre-WWII Rolls-Royces which included two Phantom IIIs, a 20 HP Single-seater, two 20/25s and a delightful 25/30.

Ida and I flew into Wellington and drove a rented car up to meet the Kennedys at their N.Z. home in Martinborough. We spent a few days there, and immensely enjoyed their hospitality. They had stayed with us in Canberra late in 2015, en route to New Zealand. Here they drove with us in their 1910 Ghost, Chassis 1425, of which we have been custodians for more than 28 years, and we set out in 1404 for the All-British Day until a minor hitch required a return to base.

We did a few hundred very enjoyable miles in the wonderful Radley Ghost Chassis 2260E, touring in the south-eastern part of the North Island. I have driven quite a few Ghosts over the years, and ridden in many more, but the performance of that car is really quite special.

Bruce McIlroy came over on the ferry and joined us on the eve of our departure for Napier. The conversation tended to focus on Silver Ghosts that night, and then we travelled north with them. En-route we were joined by the Farmers who had also travelled from the South Island in 45ZG, to 'bring home' the car that for so long had been owned by the Hawkes Bay Branch. Ramon has done a superb restoration on the car since purchasing it.

At Napier we were treated to a morning run on the Saturday around the surrounding area, followed by a luncheon organised by the VCC of NZ at what amounted to a quiet country club environment.

In the evening the Rolls-Royce owners were invited to a special occasion in the Town Hall, where we were served



Now that the seals placed on the bonnet by the scrutineers of the 1913 Alpine Trial have been removed, an appreciative group clusters around John Kennedy's ex-John Radley 40/50 hp, chassis 2260E

with a variety of delicacies and refreshments. The entertainment comprised a very melodious threesome of local ladies with many 1940 wartime songs. The centrepiece in the Town Hall was Nyal and Jolene Simkins' 1908 Silver Ghost, 60788, "Nada Lily."

On the Sunday morning we had a gathering of all cars in the event, probably close to 150 or more, at the HQ of the Hawkes Bay Branch of the VCC of NZ. This gave us a chance to walk amongst the diverse array of beautiful cars ranging in age from the dawn of motoring to the late 1930s: Packards, Auburn Speedsters, Cadillacs, Fords, Chryslers, Dodges, Buicks, a delightful Wolseley single seater, and a rare 1903 Holley. This car was made by the firm that later manufactured carburettors for Henry Ford's Model Ts.

The only Australian participant that we met at the event was Peter Toet, a fellow member of the ACT Branch of the RROCA. He owns a Phantom II amongst his collection. In Napier he was driving a magnificent 1934 Packard Opera Coupé, on loan to him from the Hamilton Classic Car Motor Museum. Peter is a Packard enthusiast, with more than twenty cars of the breed.

We were wonderfully catered for by the Branch members in their superb clubrooms and on the lawns outside under the shade trees. The weather was perfect.

From there we motored into Napier and gathered for the parade through the streets of the city. Thousands of spectators had lined the streets along the route that led us to the waterfront. The Rolls-Royce cars led the procession as it made its way slowly along amidst cheering crowds of people dressed in Art Deco era apparel. Bands played along the route, and a spectacular aerial display by the Royal New Zealand Air Force took place above the parade for some four or five minutes at least. It was sensational. I'm sure the crowds enjoyed the mobile display.

At the waterfront, the cars were parked for the rest of the day. We participated in the V.I.P. lunch in a decorated marquee facing the water.

It was a really great weekend, and the atmosphere was unlike anything I had ever experienced in over 60 years of attending and participating in motoring events. I would thoroughly recommend enthusiasts of pre-war cars of any marque give consideration in attending one of these annual occasions. Ian and Ida Irwin, Canberra, Australia.



The two young ladies in front of 40/50 hp 60788 are Charlize and Poppy, Naomi and Dick Neill's grand-daughters



Trish and Ramon Farmer with 45ZG, the 1922 40/50 hp which was the Company Demonstrator in London until bought in 1925 by W.E. Knight and brought to his farm near Dannevirke. After a tree fell on the car during a storm, the original "All-Weather Tourer" body by Park Ward was modified to a six-light saloon by C.L. Neilsen of Dannevirke. In the early 1930s the Greenwood family bought the car, and later donated it to the Hawkes Bay Branch of the Vintage Car Club of New Zealand (Inc), from whom Ramon acquired it.



*(Left) Philomena and Bruce McIlroy with 60ZG, their 1922 40/50 hp
(Right) An evocative image of some of the components of a Riviera resort, along with a vintage Packard tourer*

Mike Pulls Out All The Stops To Put Harry On The Road



The rebuilding process (above from the left) the body as it was; the beautifully cast-alloy firewall comes off; suspension and brake detail; the top and bottom halves of the huge 4 cylinder engine. W.O. would have been delighted

On page 5 of our 16-3, Peter Morelli wrote "The Story of Harry." Since then, some more information has come to light, and Peter writes: "John White of the South African BDC kindly sent me a cutting from the Motoring Section of the *Natal Mercury*, dated November 7, 1973. It puts a lot more clarity on Harry's history, including his fourth owner, a Mr Williams of Pinetown, and a more detailed account of his misadventure with a large animal in Kenya."

FIRST there was Tom. Then came Dick. And now there's Harry. A little irreverent, maybe. But when it comes to identification, it couldn't be more explicit.

Of them all, Harry's the one that's right in the focus of attention at the moment, spearheading a major effort to get three vintage Bentley cars ready for next year's big - if not the biggest - International Veteran and Vintage Car Rally from Cape Town to Durban.

Tom's a 3 litre tourer Bentley owned by Mr Doug Hansen; Dick's a 4½ litre Corsica Bodied Bentley owned by Mr Jack Acutt, and Harry is a 4½ litre Cadogan bodied Bentley tourer that both Mr Acutt and Mr Hansen - and racing driver Mike Ogilvie - are

a grand job, says Mr Acutt. "It's an extremely difficult job and he's going at it like an expert," he adds.

The skin of the car, aluminium and fabric, should be in place by Christmas... but then comes all that difficult stuff that takes so much time," says Mr Hansen, himself in the final stages of restoring Tom, his three-litre tourer.

Harry, Mr Hansen reports, is completely stock in that the serial numbers of all the major components tally with the records of the original car as built by W.O. Bentley.

"But we're having to replace a lot of stuff and we're writing off to Britain all the time for bits and pieces," he says.

The car took a bit of a knock in Kenya in a collision with a large animal of some description, bending the front axle and damaging the bodywork as well. Also a modification had to be made to the rear of the car and has to be changed back to the original. "We'll get all that straightened out in time," says Mike confidently.

W.O. would have been delighted to see the way they're going about it.



The rebuilding process (left) with Doug Hansen and Mike Ogilvie discussing tactics across the boards of the new floor; and (right) the body further advanced as Mr Jack Acutt and Mr Hansen compare the emerging shape with a photograph.

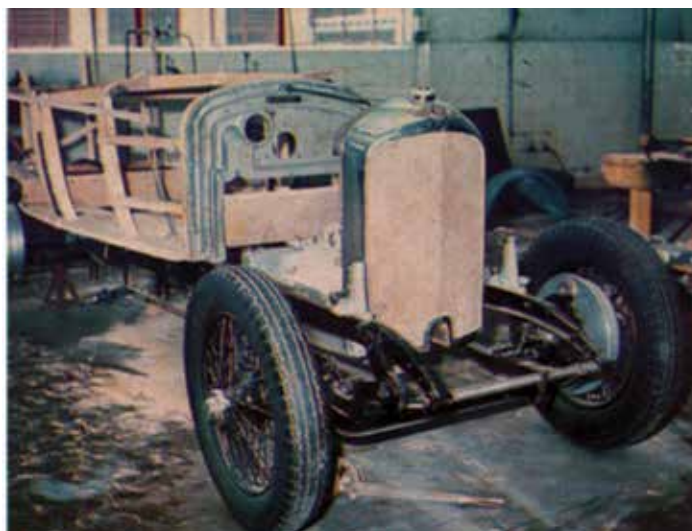
frantically rebuilding for the rally next March.

Bought in the second half of September from Mr R L Williams of Pinetown, the fourth owner of the 1929 car who brought it to South Africa from Kenya, work is proceeding on the restoration at an amazing pace.

Mike, who is also building a Renault for racing in his spare time, works on Harry full time, his day job. The process started when the rusted hulk, fabric covering hanging in tatters, and the engine in bits, was rolled into the workshop.

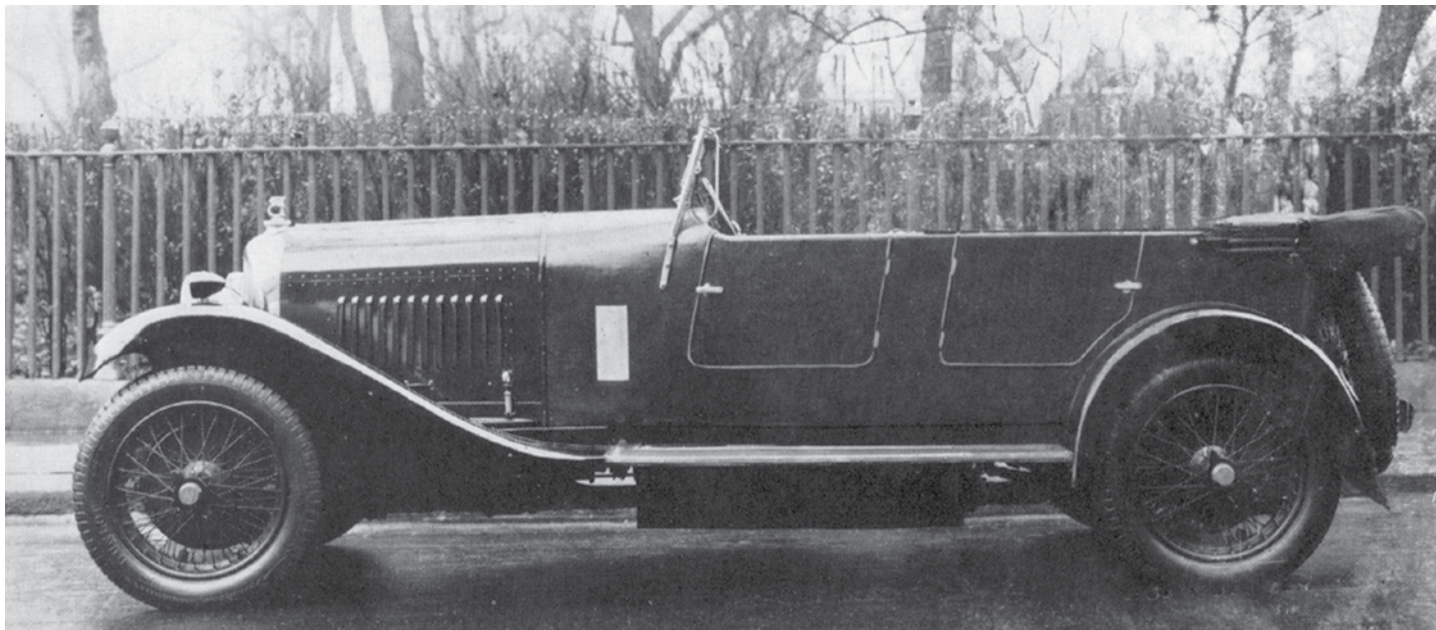
Within a week of arrival, the car was completely stripped, the chassis had been shot-peened and painted, gearbox, diff and brakes overhauled, and the lower half of the engine was back in the car.

Then came the major task of rebuilding the wooden frame by hand, each rib and spar sawn, sanded, dowelled and glued into place - the only guide being a photograph of the car taken shortly after the car was handed over to its first owner in July, 1929. Mike, whose only woodworking experience was building a boat, is doing



This is the stage the car had reached two weeks to the day the first bolt was loosened

More About Harry: the 4½ litre Chassis PL3487



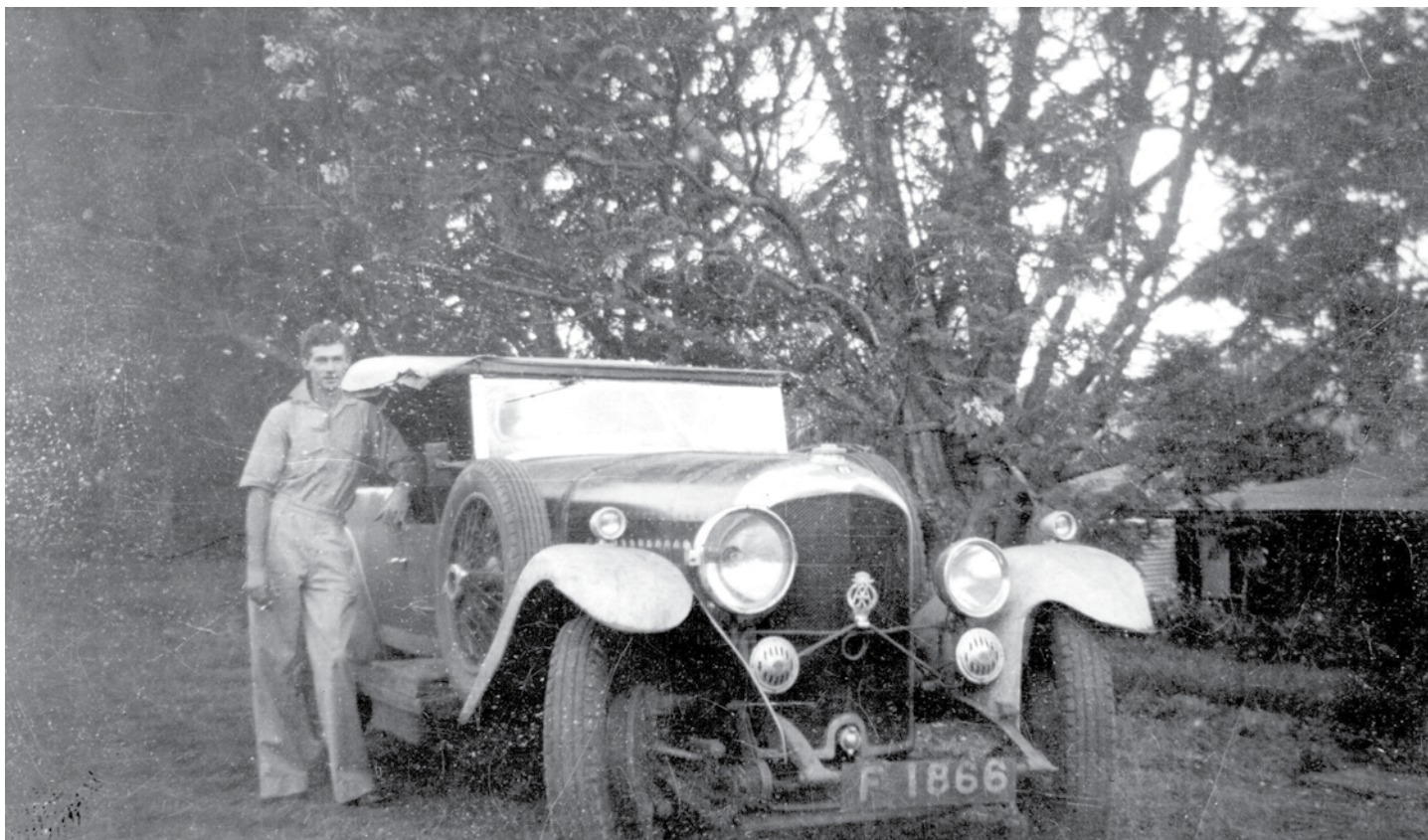
This image appeared in Johnnie Green's "Bentley – Fifty Years of the Marque" (Dalton Watson, London 1969) and also in Clare Hay's "Bentley – the Vintage Years" Second Edition 1997, although in her book the chassis is recorded as PL3497, British registration GJ8678. Both cars were tourers built by Cadogan. Research continues...

The following information comes from Alan Bodfish of the Bentley Drivers Club, through Peter Morelli, the owner of Harry: This is a car from July 1929 when it was sold through Gaffikin Wilkinson to Mr. T.Y. Dobson of Chingford, Essex, England. It was fitted with engine number PL 3483 and a 'C' type gearbox number 6632. A four-seater sports body by Cadogan was fitted onto the 10' 10½" wheelbase chassis.

By early 1932 ownership had changed to Mr. M.R. Cooper Driver from Bayswater, London. He kept the car until 1939 when it was exported to Africa and owned by Mr. J. Manochie-Wellwood from Kipkabus, Kenya.

In January 1951 Roderick Leslie Williams of Lyndock Estate, El Doret, Kenya joined the Bentley Drivers Club, owning the car. He remained a member for a few years but did not appear in the 1955 members' listings. He stated the car still had its original engine (PL 3483) and carried the registration number F 1866.

From BDC files the next recorded owner was Jack Acutt from South Africa in December 1974. He re-built the car and sold it to John White in 1975.



This image, supplied by Alan Bodfish of the BDC, is of R.L. Williams with the car in Kenya. Notice that the car is carrying two spare wheels here, possibly in addition to the single fitted originally, as in the top photograph.



Neil D'Arcy-Brain took this photograph of our reporter David Thomson while hard at work on his road test of the new Rolls-Royce Dawn

Sometime in the early hours of the morning, the pitch black of the night sky gradually transitions to a deep blue. A band of orange appears, faint at first and hugging the horizon, but gathering in depth and intensity until the sun rises into view.

The name for this beautiful time of the day is, of course, dawn.

Dawn is also the name given to another beauty, the latest addition to the Rolls-Royce range.

Approaching the particular car chosen by Rolls-Royce New Zealand as its demonstrator, the connection between this new model and the time of day from which it is named becomes clear in a very clever way.

Viewed from a distance, the car appears black. As one draws closer, black transforms to a deep, lustrous blue called Midnight Sapphire Metallic. A thin orange coach line - hand-painted and running the full length of the car's flanks - becomes apparent next. Then the cabin reveals itself, trimmed in resplendently bold mandarin-coloured leather, and accompanied by navy-blue carpets and swathes of wood grain panelling.

Such is the elegance of this vehicle that an interior colour that would seem garish on a lesser machine, is carried off with graceful aplomb.

Graceful aplomb is, indeed, the term that best describes everything about the Rolls-Royce Dawn, including not only how it looks but how it performs and how it feels to travel in whether as driver or passenger.

The new Dawn is spawned from the current Wraith coupe. But to call it the convertible version of the Wraith would be a severe oversimplification.

Yes, the two models feature the 6.6-litre V12 engine and eight-speed automatic gearbox that is deployed across the entire Rolls-Royce range. They also share a common underpinning platform (or in old parlance, the chassis), albeit with additional reinforcing applied to the Dawn to preserve structural rigidity.

But, its rear-hinged doors and radiator surround aside, the Dawn's body is all-new.

Rolls-Royce design chief, Giles Taylor, cites drop-head versions of the marque's 1950s Silver Dawn as a key source of inspiration. Fewer than three dozen of these convertible Silver

Dawns were made, all by independent coachbuilders, and the vast majority by Park Ward.

Pleasing as this nod to heritage is, the use of the name Dawn – the beginning of a new day - is equally appropriate as a marker for a car that points to the future; in design terms, it showcases a subtle but fundamental reinterpretation of the Rolls-Royce look, created by the dominant styling line that glides along the Dawn's flanks at waist-height, dipping gently from the boot to the nose.

That dip of line makes this the first Rolls-Royce I can recall that does not have a slightly proud, chin-up, sitting on its haunches stance.

That such a radical shift in Rolls-Royce visual fundamentals has been achieved through a simple sweep of the stylist's pen speaks volumes for the careful attention that is being lavished on the marque in the modern era.

It also shows that a conscious effort is underway to extend the appeal of Rolls-Royce cars to a younger customer base; Taylor makes no secret of the fact that what he describes as the "more relaxed look" introduced on the Dawn will feature on future



Rolls-Royce Motor Cars' photograph of the rear compartment of the new Dawn



The lustre of the midnight sapphire paint finish, and the hand-painted mandarin coach-line, show up well in David's photograph

models too (though the successor to the Phantom will maintain a more traditional, stately look).

Broadening appeal is a relative term here mind, for price alone - \$660,000 in standard guise and closer to \$800,000 as tested - still guarantees a high degree of exclusivity.

Despite this, the Dawn seems to be a car that folk from all walks of life can relate to in a positive way: during its half-day in my care, the test car attracted a steady stream of waves from other motorists, approving gestures and toots from young lads in modified street machines, and plenty of interested and admiring comments from passers-by when parked up.

One woman out walking her dog suggested jokingly that she could never own one, because it wouldn't feel comfortable having her pooch travel in such a luxurious back seat. Rolls-Royce NZ's Neil D'Arcy Brain - along to keep an eye on the Dawn during the test - charmingly begged to differ; plenty of Rolls-Royce owners, he explained, have beloved pets that travel in their cars.

While her dog seemed well-behaved, I was with the woman on this one: dogs, exquisite natural leather, and \$40k worth of hand-crafted maple and aluminium-backed wood grain veneer panelling, seem a fraught combination. Better in my view to reserve the cabin for what it does best, which is accommodate up to four human occupants in opulent comfort.

The two in the back are superbly catered for by lounge-like individual seats and dual-zone rear climate control. The Dawn's high waistline also ensures they are well protected from the elements when motoring with the roof down.

Front seat occupants are even better treated, with heated, ventilated and massaging power-operated seats. The design of those seats, as well as the sweep of the dash and all key instruments and control, is familiar from the Wraith.

Along with full canadel panelling, standards items on the demonstrator include RR monogrammed headrests, Made in Goodwood Dawn tread plates, an up-lit Spirit of Ecstasy mascot and a bespoke 16-speaker audio system.

The audio system addresses a special challenge, as it has to provide optimum sound quality for motoring both roof-up and

roof-down. The system uses a microphone to monitor ambient exterior noise, subtly adjusting the volume and tone settings and providing frequency and phase correction. Needless to say, the resulting sound quality is outstanding.

Night vision, active cruise control, adaptive LED headlights, lane departure warning, head-up display, and satellite navigation are highlights on a lengthy list of driver aids.

Count the sacrifices made choosing a soft-top convertible over a hard-top coupe or saloon, and loss of refinement usually tops the list.

The obvious solution to this - a folding steel roof - was quickly discounted for the Dawn for reasons of aesthetics, romance and brand appropriateness. One suspects, also, that the sheer challenge of making the Dawn the quietest convertible car in the world today, while sticking with fabric, also appealed.

Not only does the Dawn deliver in terms of silence relative to other convertibles, it's also reckoned to be a fractionally quieter car to travel in roof-up than the Wraith. The credit for that astonishing achievement lies in a soft top that features six layers of insulating and sound-deadening in its core construction.

Slipping into open-top mode takes a little time; in just over 20 seconds - whether stationary or travelling at less than 50 kph - the power-operated hood stows itself neatly into the boot cavity. And naturally enough, on a glorious, unseasonably warm Otago day, roof-down was the preferred modus operandi for most of this test.

I'm not prepared to vouch for the Dawn being the most cossetting car I've ever travelled in roof-down, for the simple reason that its aerodynamics seem designed to ensure that a hint of breeze wafts through the cabin. However, I can state with absolute surety that when travelling roof-down at highway speeds on Dunedin's Southern Motorway, the loudest sound in the Dawn's cabin was - by a considerable margin - the tyre and engine noise generated by the other cars around it.

Motorway ride quality is, as one would expect, first rate. But it's the ability of the Dawn's suspension to sponge away crass imperfections of city streets and minor byways without rattle or

chassis-shake that sets it apart from every other convertible I have driven.

Like the Wraith, the Dawn's performance is most impressive when allowed to emerge almost incidentally from smooth, considered driving. However, if sheer performance and dynamic sharpness is your priority in a Rolls-Royce, there are two reasons why the coupe is a better choice.

The first of these is mechanical: while both models feature a mighty twin-turbo 6.6-litre twin-turbo V12 under the bonnet, the Dawn (like the Ghost) takes the motor in its standard 420kW/780Nm guise, rather than the Wraith's elevated 465kW/800Nm state of tune.

Combine this difference in outputs with gentler throttle response and unobtrusive gear shifts, and the Dawn feels the less urgent, more sanguine machine.

Measured against the stop-watch, the Dawn's five second time for the 0-100 kph dash compares with just 4.4 seconds for the Wraith. That's still brisk acceleration of course, and the Dawn is also capable of 250 kph in those few jurisdictions where those speeds are permitted.

Similarly, while it handles with remarkable finesse for a vehicle measuring up at almost 5.3 metres long, and tipping the scales at 2560 kilos, differences in weight and weight distribution

between it and the Wraith mean the Dawn has a ride-handling balance that favours the latter more than the former.

This ensures a calm and relaxing feel, and leads naturally to a driving approach in which the greatest rewards come from guiding the vehicle – whether via the light but precise steering or throttle - in as effortless and unhurried fashion as possible.

Luxury open-top motoring has never before been this close to glorious perfection, and as well as being a stunning car for the here-and-now, the Dawn is an important pointer to Rolls-Royce Motor Cars' future.

AT A GLANCE

Rolls-Royce Dawn

Price (as tested): \$800,000 (approx.)

Engine: 6592cc direct injection twin-turbo V12, maximum power 420kW@5250rpm,

maximum torque 780Nm@1500rpm.

Transmission: Eight-speed automatic, rear wheel drive.

Brakes and stability systems: Disc brakes, ABS, EBD, BA, ECB-R.

Wheels: 21 inch alloys.

Fuel and economy: Premium unleaded petrol, 14.1 litres per 100km on standard cycle.

Dimensions: Length 5285mm, width 1947mm, height 1502mm.



W.A. Robotham Final Part of Four - "...and Silver Dawn"

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W.A. Robotham, known to his friends as "Roy" and associates as "Rumpty," and by his Rolls-Royce Company name *Rm*, was appointed at Ernest Hives's assistant straight from his Premier Apprenticeship in 1924, and had an important career with Rolls-Royce.

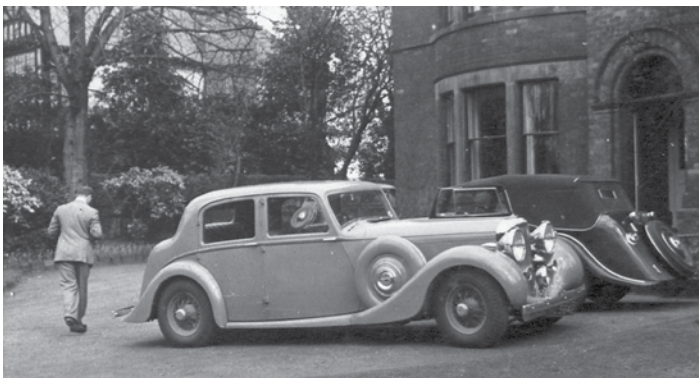
In the three previous instalments which we have published, using images from his own photograph albums, with the permission of his daughter Su Cumber and her family, we have tried to do justice to *Rm*. His own book *Silver Ghosts and Silver Dawn* (Constable, London 1970) was written over a four year period after his retirement from Rolls-Royce, and it is recommended reading. He also worked on another book, but it remained unpublished at his death in 1980.

Rm's associate Alec Harvey-Bailey wrote a four-part appreciation of *Rm* after his death, published in the *Bulletin* of the Rolls-Royce Enthusiasts' Club numbers 154 and 155 of January to April 1986, and a scanned copy of this invaluable record is available from your editor. These memories were vivid, and bring *Rm* to life in a way impossible for us, 12,000 miles and eighty years after the events, to attempt. The RREC has also made available a first-hand account of the activities of what had been the Motor Car Division, by Reginald J. Spencer MBE CEng FIEE FIQA, available after typing Clan Foundry Belper into the Google search engine. The late John Craig wrote vividly of his experiences maintaining the Rolls-Royce Meteor engines installed in the Cromwell tank in *The B.C. Spirit*, the newsletter of the British Columbia Region of the Rolls-Royce Owners' Club. With his permission, granted through Roy Tilley, we reprinted his articles in our own magazine in 2008 and 2009, and PDF copies are available from your editor.

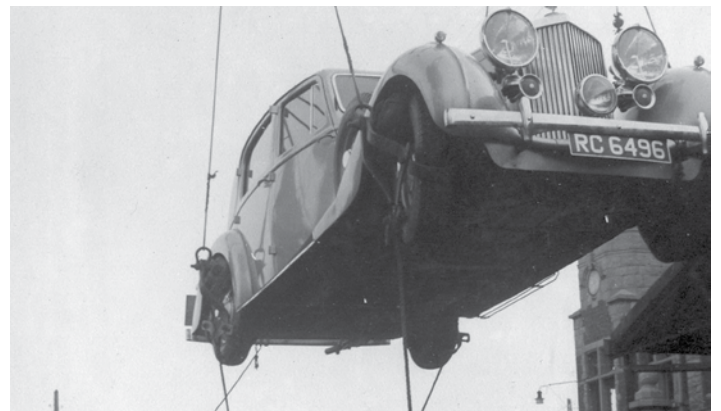
Most of the photographs in this final instalment are fresh, and the captions will try to identify people, cars, places and dates.



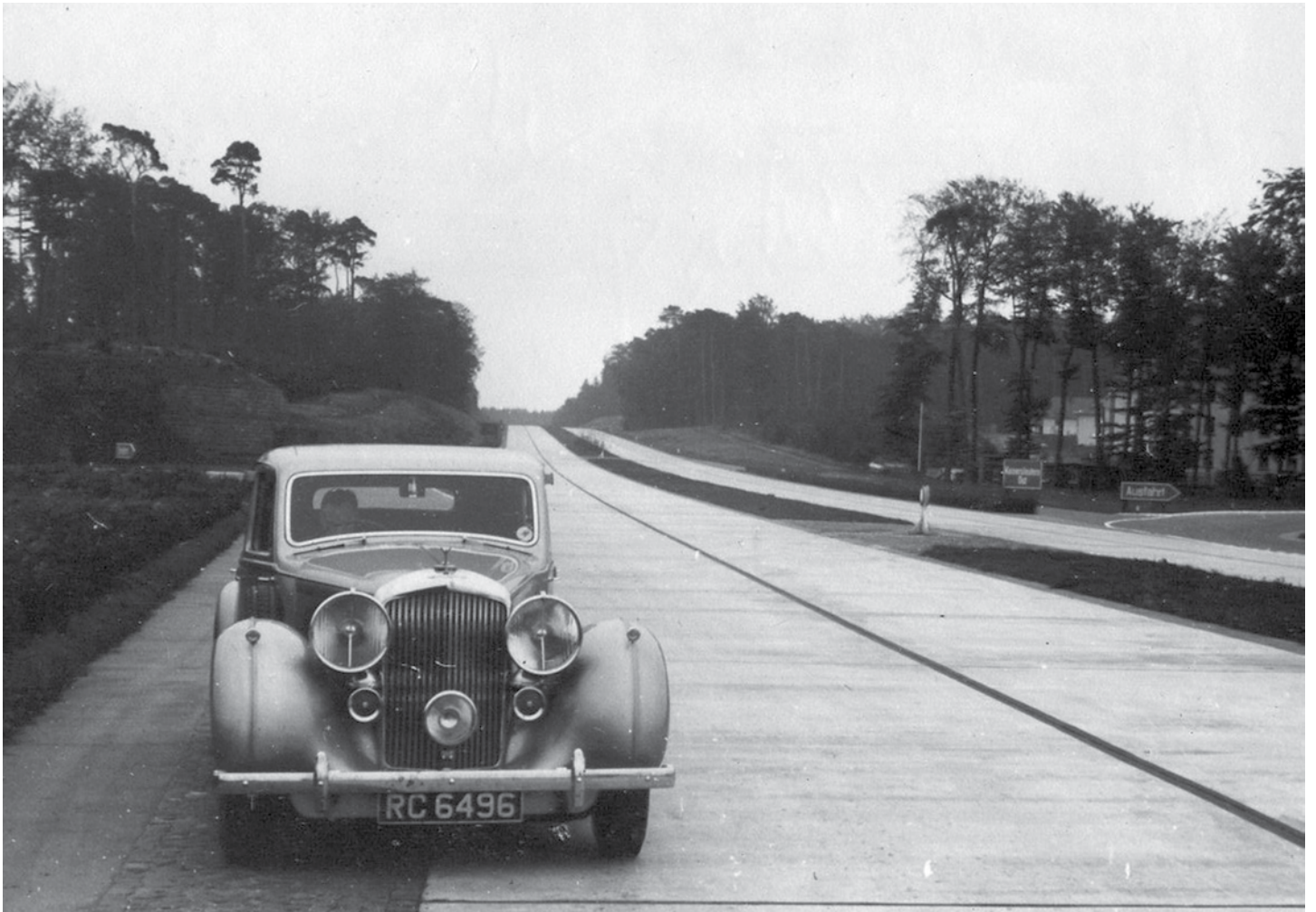
Rm's first wife, Beryl, with the second Wraith built, chassis 25-G-VI, a grey sports saloon by Park Ward, photographed in 1937. Rather enigmatically, he said to his children, "Don't marry anyone with more money than you have."



The first Mark V Bentley prototype, chassis 7-B-V, at *Rm*'s home, Park Leys near Derby, with a Brough Superior and a Light Fifteen Citroën also visible



The second Mark V, chassis 8-B-V, en route to Europe and its 15,000 mile testing in August 1938, accomplished in 28 days



8-B-V during its 1938 testing in Germany, driven by W.A. Robotham and Ivan Waller





Germany in late 1938

