



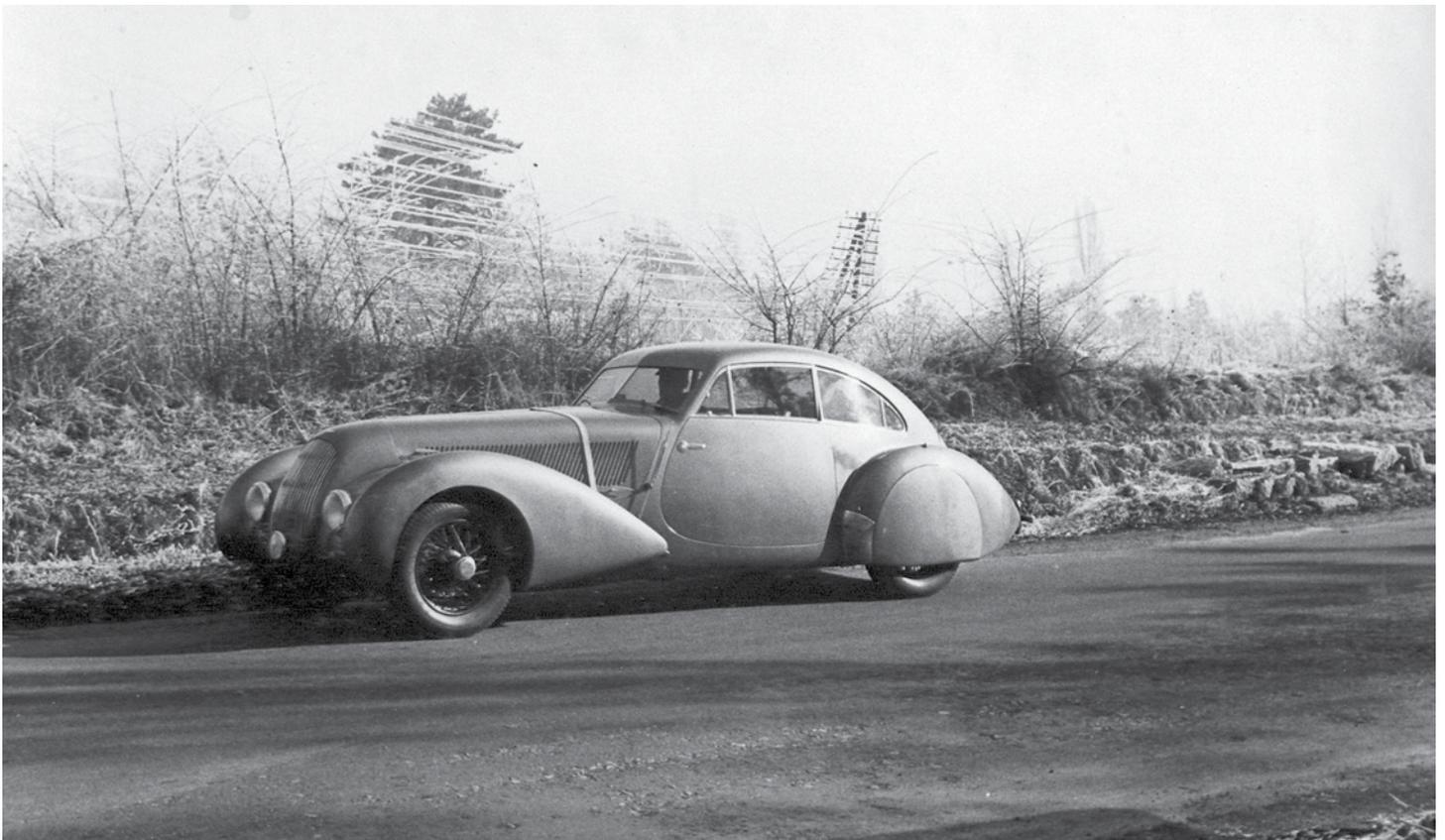
*Robotham and Waller were testing 8-B-V in Germany at the time of the Munich Crisis in September 1938, then handed the car over to the rest of the Rolls-Royce testing team of Percy Rose, Frank Hallam, J. Gardiner and Frank Kennington, in France. 8-B-V returned to England for examination and stripping before returning to France for further testing from December 1938, eventually returning to Derby in April 1939 after another 30,000 miles.*



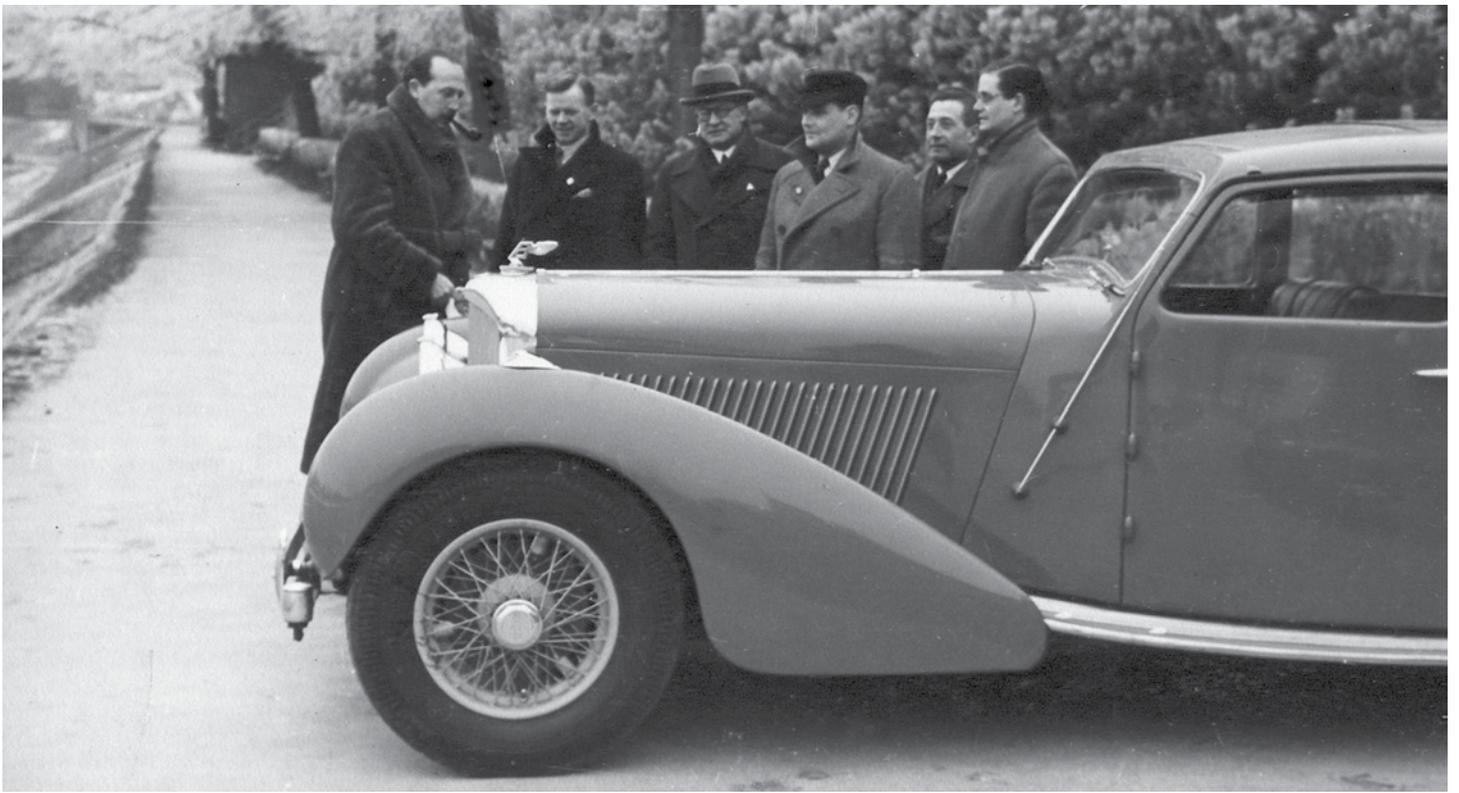
*In February 1939 two Bentleys departed from the Paris showrooms of Rolls-Royce on the Avenue George V.*

*They were the "Embiricos" car, chassis B-27-LE, and a Van Vooren Pillarless Saloon, chassis B-6-MR.*

*The cars were accompanied by Walter Sleator, the Paris agent, who drove B-27-LE; W.A. Robotham, who drove B-6-MR; Jules Le Fèvre of "L'Auto"; John Dugdale of "The Autocar"; V.E. Morgan of Reuters; George Ratcliffe, the Rolls-Royce test driver; and an unidentified mechanic.*



*Rm noted Sleator's superb driving in the frosty conditions prevailing, and Dugdale's well-known photograph from the back seat of B-27-LE of the speedometer reading 110 mph, along with this image, clearly showing the hoar frost, demonstrates the hazards involved in this adventure. Rm's account in "Silver Ghosts and Silver Dawn" is vivid.*

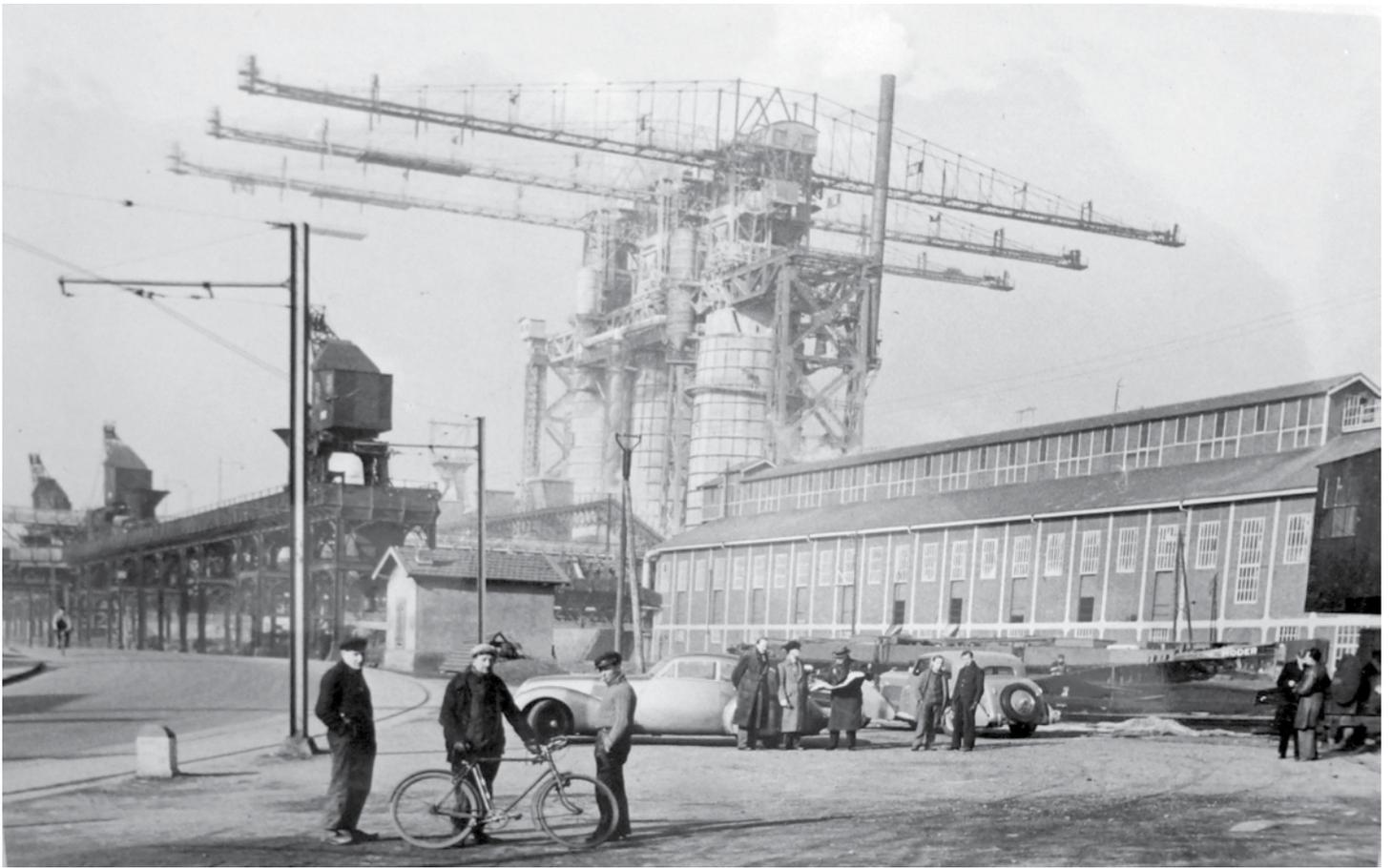


With the Van Vooren saloon, chassis B-6-MR, from left: V.E. Morgan, G. Ratcliffe, J. Le Fèvre, W. Sleator, Unidentified, and J. Dugdale.



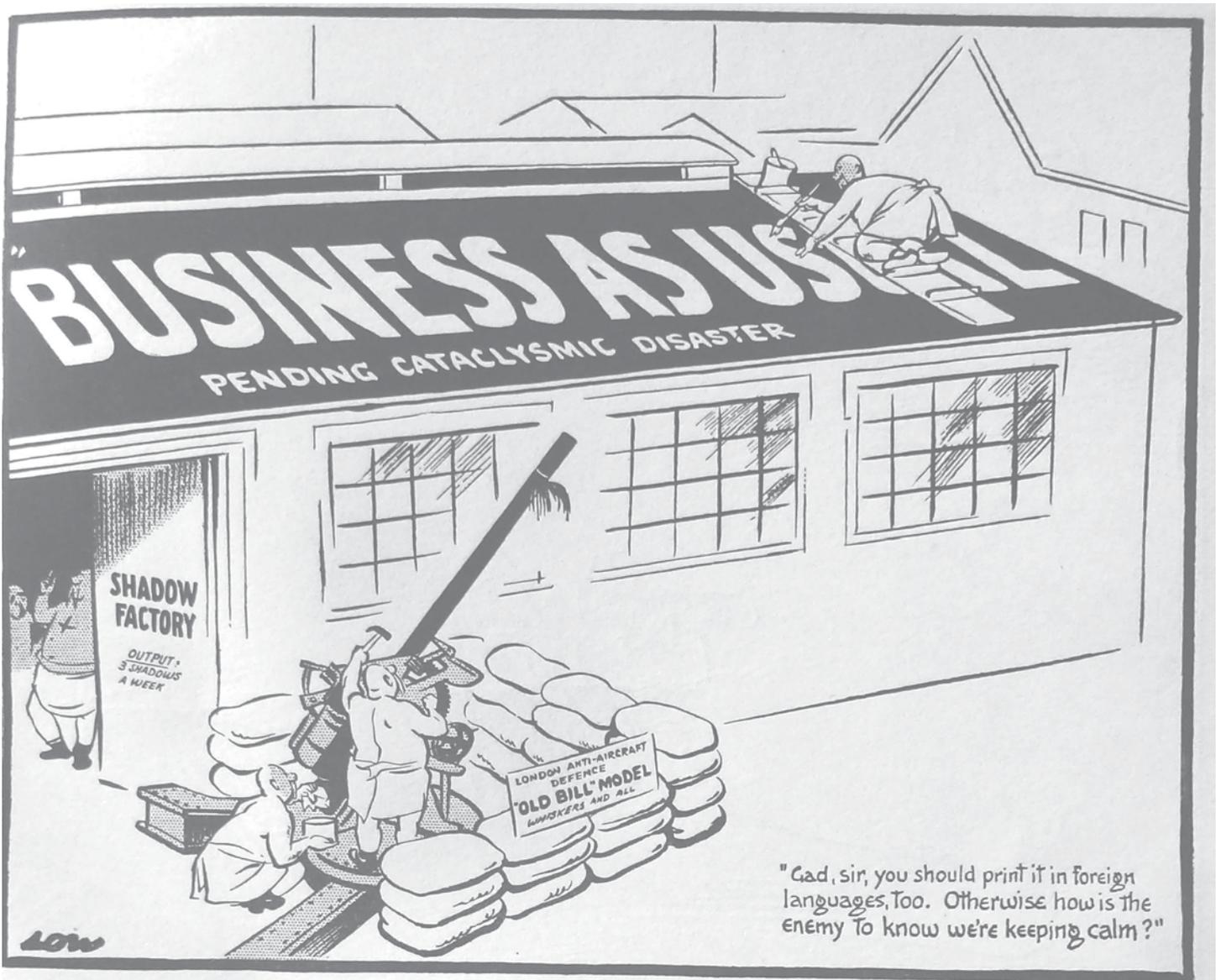
(Clockwise from above) Walter Sleator the then manager of the Paris branch of Rolls-Royce Motor Cars.  
 Rm's passport stamp, enabling him to visit Germany between June and September 1938  
 John Dugdale (c. 1918 – 2000) of "Autocar" magazine  
 Jules Le Fèvre of "L'Auto" magazine





*Two more images from the test run of February 1939, which finished in Paris after 1,000 miles, after which Sleator covered 114 miles in an hour at Monthéry racing circuit in B-27LE.*

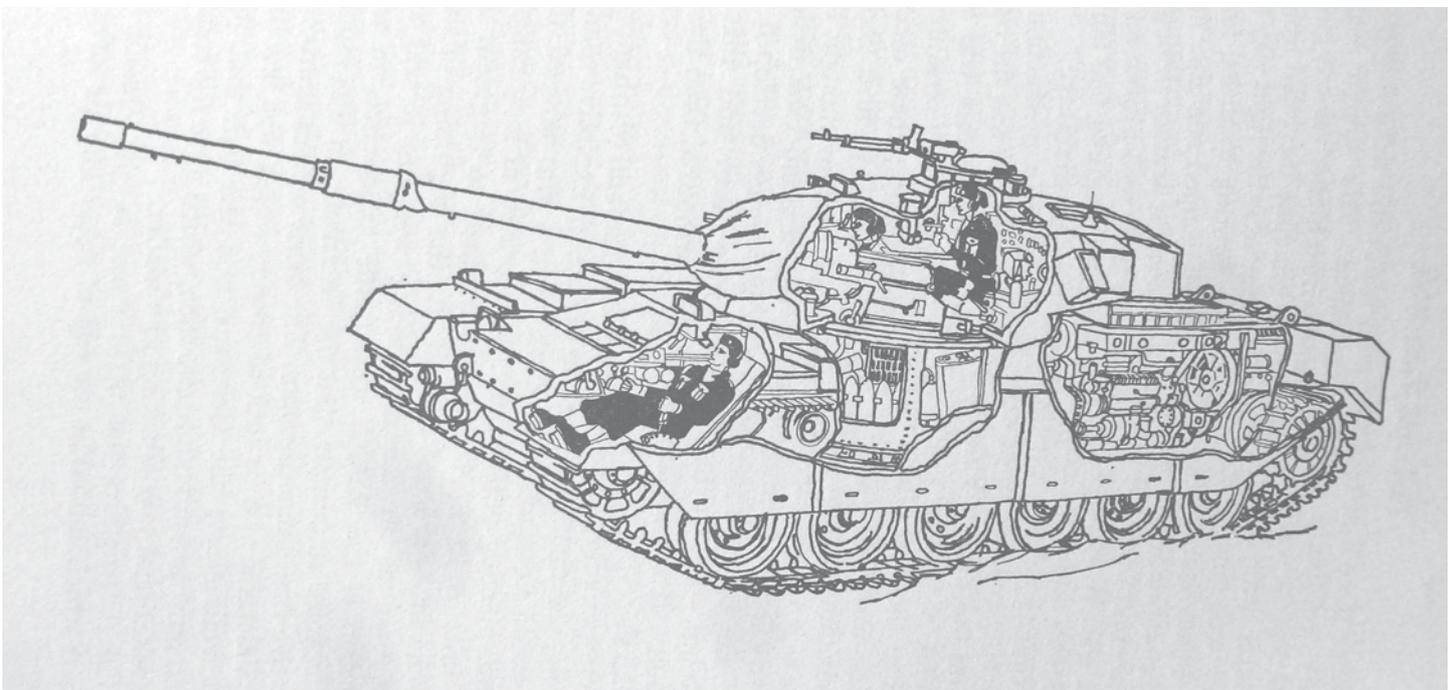




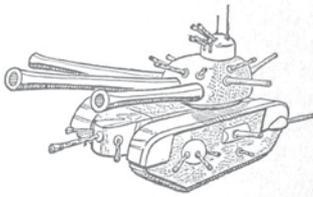
**MUGS' MOTTO**

(Above) David Low's cartoon from "The Evening Standard" 19 October 1938; note the output from this particular Shadow Factory of three shadows per week. Low (knighted as Sir David in 1962) was born in Dunedin in 1891, and featured on Hitler's "list" of British targets after the projected German invasion of Britain.

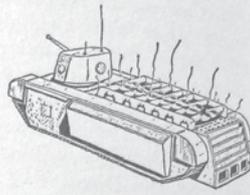
(Below) Su Cumber's drawing of a female crew of the Rolls-Royce Meteor-engined Cromwell tank, developed by Rm's team at Clan Foundry, Belper one of the "Shadow Factories" far enough away, it was hoped, from the main Rolls-Royce target at Derby.



## THE SPECIALIST MENACE



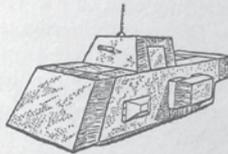
Fighting Equipment Group



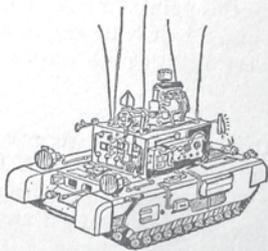
Engine Group



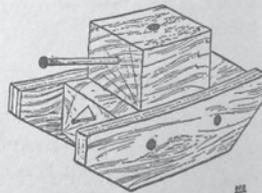
Suspension Group



Armour Group



Electrical Group



Production Dept.

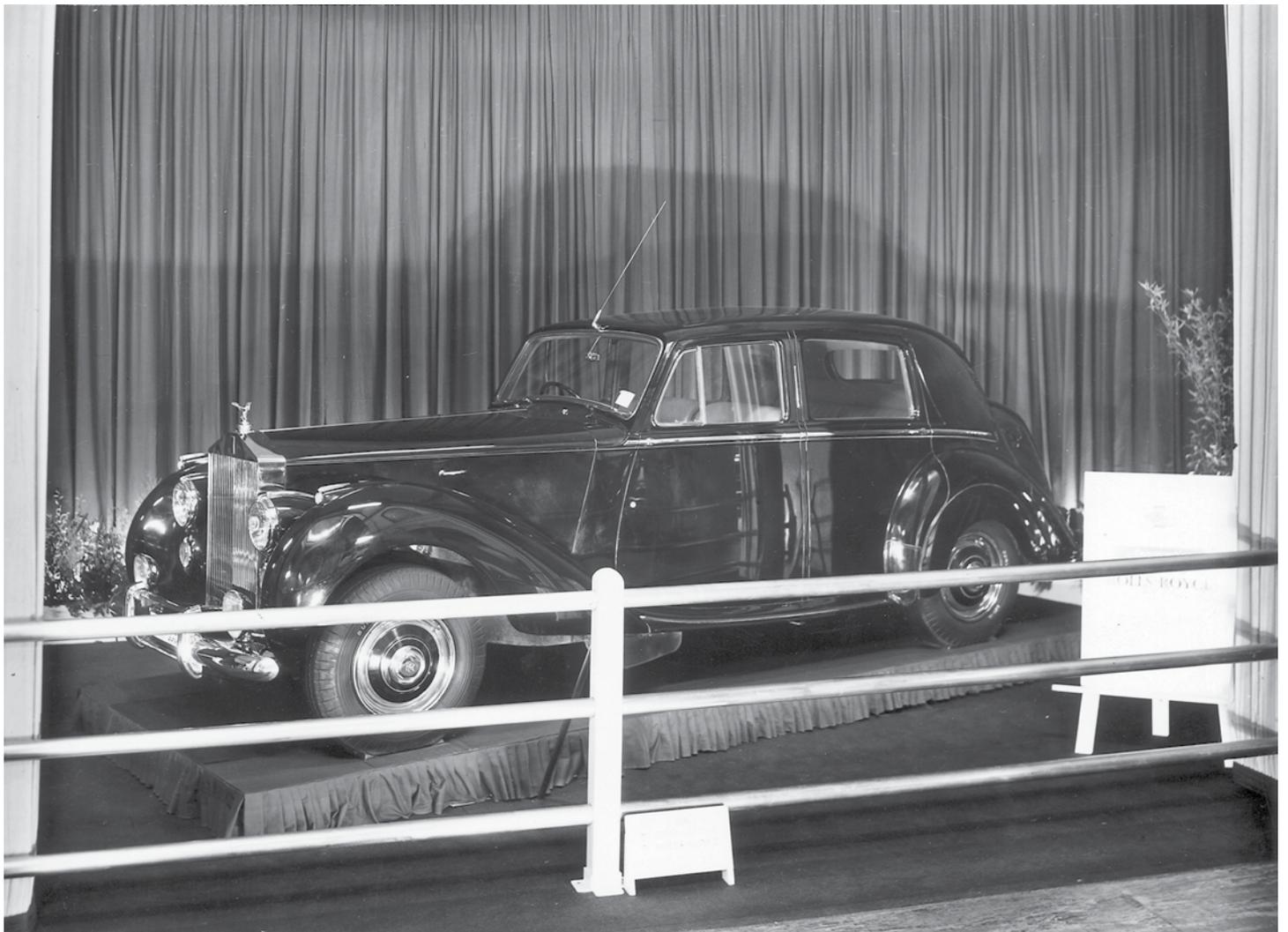
(Left) A cartoon by an unknown artist in W.A. Robotham's book "Silver Ghosts and Silver Dawn" (Constable 1970) used with permission of his daughter, Mrs Su Cumber.

(Below) Rm registered several model names featuring "silver" to follow "Silver Ghost" as he was disappointed by the more prosaic "Phantom" and its descendants II and III. These names included "Silver Cloud" and "Silver Dawn," and the experimental Rolls-Royce, chassis 33-G-VII, was fitted with the "B80" straight-eight engine or 5675cc, to be known as "Silver Dawn 80." It was completed just after the War began, had a Park Ward saloon body, and was sent to Canada in July 1940 for safe-keeping.

War-time work on projected cars for the post-war period continued, and the first Silver Dawn, chassis 1-SD-1, was completed by July 1947. However, during the post-war austerity period the Bentley radiator was perceived to be more acceptable, and the Standard Steel Saloon emerged in the form of the Mark VI Bentley with the 4257cc six-cylinder "B60" engine.

With the emphasis on exports, particularly to the North American market, it was realised that the Rolls-Royce name was better recognised overseas, so the Silver Dawn was introduced in 1949, initially not for sale in Britain, and became the preferred export version, rather than the almost identical Mark VI Bentley.

This Silver Dawn, chassis SBD26, which now belongs to Tom Clarke, was the Melbourne Motor Show car in April 1951. The image is used with acknowledgements to Tom Clarke.





*Group photographs including Rm always seem to be happy occasions, and here the car is the first post-war Mark VI Bentley, chassis 1-B-VI, fitted with an H.J. Mulliner body. In November 1952, after an active testing life, it was re-numbered B256AK, and sold.*



*During the Second World War, Rm was seconded to the Ministry of Supply, and there he met his second wife, Jeanne. This marriage brought him happiness, and his family of Su, Nicholas and Stephen. He is remembered as very much a "Victorian" father, and was already 49 years old when his first child, Susan, seen here with her parents, was born.*



(Crewe, 19 July 2016) Bentley has created a new angling accessory: the Bentayga Fly Fishing by Mulliner. Hand-crafted by Bentley's coach-building division, the Bentayga Fly Fishing by Mulliner houses all the equipment required for a day on the river.

Four fishing rods are stored in special tubes trimmed in saddle leather with linen cross-stitching, and located on the underside of the parcel shelf. A pair of landing nets in matching leather bags is stored in a carpet-trimmed hard pocket built into the side of the boot.

There are three individual, saddle-leather-trimmed units: a master tackle station; a refreshment case; and waterproof wader-stowage trunk. The master tackle station and refreshment case sit on a sliding tray that allows for easy access. Inside the master tackle unit is a special burr walnut-veneered drawer containing a fly-tying vice and tools, as well as a selection of cotton, hooks and feathers. Beneath this are four aluminium reel cases, also trimmed in saddle leather with linen cross-stitching. The interior of the refreshment case is trimmed in leather, and contains three metal flasks and a set of Mulliner fine-china tableware, as well as a separate food storage compartment. With a quilted leather finish on top, this can also be removed entirely and used as additional seating. Waders and boots are stowed in a saddle-leather-wrapped wooden trunk, lined with hard-wearing neoprene material to keep the items in a waterproof environment after use. All three units can be removed from the Bentayga's boot whenever maximum luggage space is required.

Waterproof boot-floor and rear-sill-protection covers are integrated into its rear, as is an electronic dehumidifier unit. 'Welcome Lights' are also featured. These are built into the underside of the doors, and project the Bentley and Mulliner logos on to

the ground when the doors are opened. As an additional option, any personal logo or graphic can be individually specified on a customer's Bentayga order.

Geoff Dowding, Director of Mulliner, said: "The Bentayga Fly Fishing car showcases the breadth and level of detail a customer can expect from Mulliner. This is an individual bespoke solution and our skilled craftspeople can design elegant and exquisitely executed bespoke solutions to complement any customer lifestyle or hobby. Fly fishing is a sport that requires a variety of equipment and clothing, so it was essential to package the rods, reels, waders, boots and fly-tying station into the car in a luxurious, accessible and elegant way – and the end result is truly extraordinary."

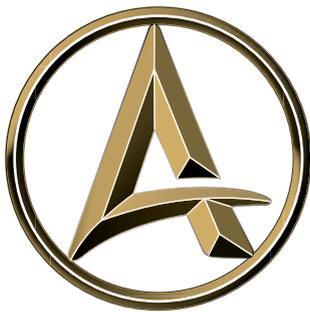
The Bentayga offers a wide range of on and off-road drive settings via Bentley's Drive Dynamics Mode and optional Responsive Off-Road Setting. Eight modes are available, allowing drivers, at the turn of a dial, to select a set-up for any surface or road condition. This versatility is complemented by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

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 via a switch in the boot, to ease loading and trailer hitching.





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1983 Rolls Royce Silver Spirit.

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## Club Calendar

### NORTHERN REGION

**Sunday 14 August: Winter Garage Raid** It is proposed that we have a "garage raid" at the Hadfields' starting at 11am, and then drive (route provided) to "The Fireplace" at Kumeu, a restaurant with a pub-like atmosphere.

**Sunday 11 September: Fish and Chip Run to Kaiaua** with a visit to the Bird Centre after lunch (\$5 donation pp is usual); the tide will be in.

**Saturday/Sunday 29/30 October: Thames Overnighter**

**Sunday 27 November: Northern AGM and Christmas Function.** Hilton as usual; great location, very central, and works out fairly economically.

### CENTRAL REGION

**Sunday 11 September: Spring Outing: Visit to Highden Manor Estate** 220 Green Road, Awahuri, Palmerston North 4476 at 12 for lunch, followed by a guided tour. Cost \$35 each.

**Saturday/Sunday 26/27 November: Central Region AGM at Copthorne Solway, Masterton.** Please note change of date. On Sunday there will be a run to Stonehenge Aotearoa, Carterton departing at 11 am, followed by lunch at The White Swan, Greytown.

### SOUTHERN REGION

**Wednesday 10 August: Trans-Alpine trip to Greymouth and back,** organised by Alastair and Tom.

**Sunday Evening 11 September: Evensong at Christ's College Chapel, with supper afterwards at Strawberry Fare,** organised by Jeremy.

**Sunday 30 October: Picnic at "Winchester," Balcairn, followed at 3 pm by our Southern Region Annual General Meeting.**

**Friday 11 to Sunday 13 November: Our Canterbury Show Weekend Touring Run,** destination to be finalised; suggestions are welcome.

**Sunday 20 November: Hawkswood Hill-climb,** where Geoff is organising our presence as spectators and supporters.

**Saturday 10 December: pre-Christmas Dinner,** at a yet-to-be-decided restaurant

**Sunday 29 January 2017: Annual Homestead Run,** organised by Martin.

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*John Kennedy's photograph of 40/50 hp 2260E near Waipori Falls en route to Lawrence, in Otago*

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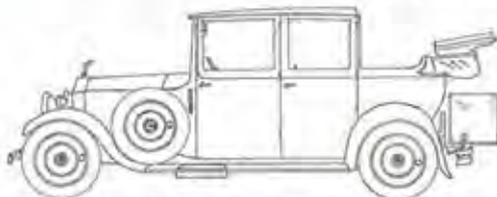
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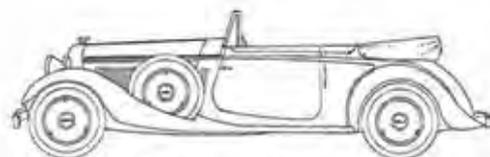
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