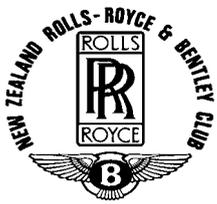


New Zealand Rolls-Royce & Bentley Club Inc

Issue 17-2 2017

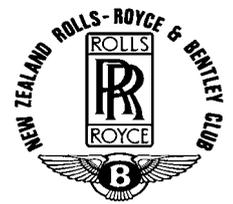




NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC)

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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

PAST CHAIRMAN: Rob Carthew
85A Wharewaka Road, Taupo
Phone 07 3774117 watcher@outlook.co.nz

SECRETARY: Naomi Neill
773 Back Ormond Road, RD1, Gisborne 4071
Phone 06 867 1676 diknomi9@gmail.com

TREASURER: Derek Evennett
14 Cecil Road Milford, Auckland
evennett@xtra.co.nz

MEMBERSHIP REGISTRAR: Naomi Neill
773 Back Ormond Road, RD1, Gisborne 4071
Phone 06 867 1676 diknomi9@gmail.com

TECHNICAL LIAISON OFFICER: Roy Tilley
204a Waiwhetu Road, Lower Hutt
Phone 04 566 0850 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

WEB MASTER: Bruce Gordon
NZ Websites Ltd
Phone 0800 080 500/Mobile 02108444488
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

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

NORTHERN REGION CHAIRMAN: Simon Longuet-Higgins
114 Mountain Road
Epsom, Auckland 1023
Phone 09 630 6317
longuet-higgins@xtra.co.nz

SECRETARY: Peter Morelli
Phone 09 575 9351/Mobile 021 676 278
pnam@ihug.co.nz

CENTRAL REGION CHAIRMAN: Clive Edmonds
156 Hill Road, RD2, Napier 4182
Phone 06 836 6444
clivedmonds@yahoo.com
SECRETARY: Wendy Bryce 156 Hill Road, RD2, Napier 4182
Phone 06 836 6444
christinewbryce@yahoo.co.nz

SOUTHERN REGION CHAIRMAN: Geoff Walls
4/3 Karitane Drive
Christchurch 8022
Phone 03 332 6387/Mobile 021 817 179
geoff@wallsnz.net

SECRETARY: Martin Vincent
54 Fendalton Road, Christchurch 8014
Phone 03 355 5487
mvincent@orcon.net.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 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

As I write these thoughts, the sixth anniversary of the 2011 earthquake which devastated Christchurch is being remembered. Just last week almost 2,000 hectares of land close to the city were burned, eleven homes destroyed, and the presence of helicopters brought back the memories of the earthquakes, of which there have been more than 18,000 recorded since the initial September 2010 occurrence. One wondered what next – a plague of locusts? Well, no, more a plague of tourists, with several people denied access to their homes because of the crush of sight-seers.

During the earthquakes, some members of our Club were injured, another feared killed when the Cathedral collapsed, many homes suffered damage, and at least two members' homes were completely destroyed. The most recent happened during what is known as "The Kaikoura Earthquake" of last November, although its epicentre was close to Hanmer.

The psychological damage has hardly been addressed, the general assumption being that residents of Canterbury are "resilient", and some eye-rolling is likely to occur amongst communities in the less shaky bits of these isles, although we have been greatly encouraged by the good wishes expressed by many of our Club membership. Thank you.

In a divided world we are brought together by a common interest in the products of a fine tradition of manufacturers, and this will remain the focus of our magazine, as your editor avoids any issues which may divide us.

COVER

This photograph was taken before the start of the Bentley Drivers Club tour of New Zealand, at an evening function at Gavin Bain's property, "Waitahuna" in Governors Bay.

The car is a Sedanca Coupé by H.J. Mulliner, Body Number 4871, on Mark VI chassis B382CF. It was unique, with its twin side-mounted spare wheels, and remains as an amazingly original survival of just what was available if the original owner wished to go beyond the "Standard Steel" format.

B382CF was delivered in July 1948, just as Mark VI production was building from the first, tentative, steps into post-war British Austerity, and its colour must have made quite a statement. The car was obtained from P. & A. Wood by Mr J. Henley.

There are more photographs of B382CF on page 14.

NEXT MAGAZINE

Deadline for receipt of all material for Issue 17-3 is 22 May 2017.

We Welcome the Following New Members

Stephen and Clarissa Wickens
14 Broken Hill, Porirua 5022
Phones (04) 2375 950 and 0272 885 712
Email stephen.passrite@xtra.co.nz
1981 Rolls-Royce Silver Spirit
Chassis SCAZN000BCH02207

Steve and Brigitte Cottam
1067 Whagaparaoa Road, Tindalls Beach, Auckland 0930
Phones (09) 428 2205 and 021 776 737
Email steve@gobuildingremovals.co.nz
1976 Rolls-Royce Silver Shadow
Chassis SRH21641

Some Notes From Our Chairman March 2017

Another hectic year in the Cresswell household, and I am sure I am not alone in believing that retirement would be a time of relaxation etc, but we seem to be busier than ever with our volunteer and community committee work, and, rather than slowing down, we seem to be pushing harder to maintain a lesser work load. The bloke who said that growing older was not for sissies had a very real point. To top it all off, we seem to have acquired a tiny slice of the collecting bug. Although we have survived several winters in GA69, Carol was prepared to join the madness, provided that the “new” car was warm and dry. Having found a “very proper” 1937 Rolls-Royce 25/30, chassis GRO55, in Wales, we capitulated to our “want” emotion (completely ignoring the lack of any “need”) and had her shipped to Tauranga. The delivery and subsequent VIN inspection all went without a single hitch, with the only stress being the requirement to pay GST at 15% on all of our costs to date. Another hitch soon developed, as foresight seems to go out of the window when your emotions are on a roll! Our house sits on 410 square metres, and it should have been obvious that we could not accommodate three cars, a campervan, two trailers and sundry water craft. The solution has been to buy another house close by (we love the locality), and adapt it to house the fleet, and us of course. We will be looking forward to a “holiday” come Easter and will be driving GRO55 to Christchurch for the AGM, providing that enough of the roads remain driveable.

As our AGM approaches, I have been considering the events of this last year, and coming to terms with our combined thoughts for the health of our Club. Generally the Club has operated with very little input from me, and this can be attributed to the exemplary work of our Magazine Editor and the sterling work of our National Secretary. The Regional Committees are also active, and I appreciate the various newsletters and emails from you all. Our website is still evolving, and it continues to provide enquiries for wedding cars and a variety of unusual requests for information of all sorts, together with a few new members.

There have been some changes in our National team, as Philip Eilenberg resigned as our National Treasurer, and we have been very lucky to have a fine replacement in Derek Evennett. The Northern Region has also lost a staunch advocate in Lois Hadfield, with Simon Longuet-Higgins taking over as Northern Region Chairman. Perhaps “lost” is not the appropriate description, as both Lois and Philip remain active in the Club. Congratulations to the successors, and our sincere thanks for the great work done by the retirees.

This all leads me to the point that our National Executive has been reduced to four, to be expanded to five when Derek has passed scrutiny at the AGM. This is too few to enable the natural evolution of our National Executive, and it provides an opportunity for any Region which feels that it is under-represented on the Executive to nominate a worthy member or two for consideration. I will be delighted if I am forced to conduct a vote to limit the Executive to eight. The AGM is your opportunity to air your opinions and ideas to assist in making the Club relevant to today’s membership. Remember always that the future of any club does not rest with the old school, but with the next generation, and the next. Show us some young keen enthusiasts to carry us forward.

To assist in guiding your Executive, you should all be considering the future direction of the Club and offering your suggestions in the form of remits to be considered at the AGM. Please put your thoughts to paper and send them to our Secretary.

See you in Christchurch.

Cheers, Don.

Club Members' Advertisements

FOR SALE: 1978 Rolls Royce Silver Shadow II Mileage 83,000 miles Chassis number SRH 34807 Black coachwork and interior with red carpet. Always garaged, a Club car with the late Bryan Gallagher, and maintained by Colgray Motors. The current number plate is personalised, so a replacement number will be arranged. Bryan’s and Ann’s son Patrick’s contacts are: 027-498-2159 or (09) 2959000 Patrick.Gallagher@heb.co.nz



FOR SALE: REGISTRATION PLATE ROLLS 1. I inherited this plate four years ago when my husband Maurice Hay died, and I now wish to sell it. All reasonable offers will be considered. Shirley Hay, Phone (021) 2942 129

FOR SALE: 1965 BENTLEY S3 CHASSIS B254HN. New Zealand new, with an excellent provenance, and a Club car since the earliest days; e.g. read the Monte Carlo article in our magazine 15-1. Owing to recent seismic activity, the time for the next owner to take over care of this treasure has arrived. Offers over \$39,000 to Michael Midgley, phone (0274) 148 145.



New Zealand Rolls-Royce & Bentley Club (Inc) Annual General Meeting Christchurch and Surrounding Countryside 22 to 25 April



PROGRAMME

SATURDAY AFTERNOON 22 APRIL: Professionally guided tour of city by bus.

SATURDAY EVENING 22 APRIL: Informal dinner at The Villas, 290 Montreal St, Menu a la carte.

SUNDAY MORNING 23 APRIL: interesting road route to Bruce McIlroy Ltd premises, corner Alford Forest and Racecourse roads, Ashburton.

Lunch at Longbeach, followed by **ANNUAL GENERAL MEETING OF THE NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC) AT 2PM** in designated room at Longbeach.

SUNDAY EVENING 6 PM: drinks at the Christchurch Club, Latimer Square, Christchurch, followed by dinner, as formal as you wish. Prize-giving will follow dinner.

MONDAY MORNING 24 APRIL: Road tour, with visits to two superb, and living, car collections.

TUESDAY 25 APRIL: ANZAC DAY commemorated as we choose, then depart for home.

ACCOMMODATION: Some suites have been held at the **HERITAGE HOTEL, Cathedral Square**. They are being offered to us at \$NZ235 per night, including GST. Since the regular rate is \$NZ600 per night, early bookings through robvne@heritagehotels.co.nz are a good idea. Secure underground car parking is available for \$NZ15 a night.



The homestead at Longbeach



The Heritage Hotel



Sherborne Motor Lodge, 94 Sherborne St, Christchurch 8014, complete with Malcolm's Falcon Ute.



The workshop at Bruce McIlroy Ltd



Rydges Hotel with inevitable Japanese car



The view across Latimer Square to the Christchurch Club



Inside the Christchurch Club

Alternative accommodation is available at **RYDGES, Latimer Square**, for \$NZ219 including GST. Car parking is not under cover but on Rydges' premises for free. Breakfast is \$NZ25 including GST.

Book through areesa_chunsangfah@rydges.com

Both hotels are within easy walking distance of each other, Saturday and Sunday evening dining venues.

Our Club member, Malcolm Graham, can also offer accommodation for the Christchurch AGM Weekend at his four star motel, **SHERBORNE MOTOR LODGE**, 5 minutes' drive away from the Christchurch Club, Rydges and the Heritage Hotel. Winter rates are offered the weekend after Easter which, discounted further for multiple night stays, make for pricing about two thirds of the price of the hotel options offered. Final prices will depend on the size of the unit, the number of people in the party and the length of stay (three nights attract a greater discount than two). Some spa units are available. Free transfers to the evening venues can be arranged for those who would rather not drive. Parking at Sherborne Motor Lodge is free but is not under cover. Club members visiting Christchurch at other times should ask Malcolm about a club discount too. stay@sherbornemotorlodge.co.nz (03) 377 8050 or 0800 743 726

PLEASE MENTION THE CLUB WHEN YOU BOOK



First Light Rally 10 Years On Auckland to Napier via East Cape 1 – 6 November 2017

The Northern Region welcomes all club members to take part in the 10th anniversary rally. The route will take us from Auckland to Whakatane; to Hicks Bay to Gisborne; and on to Napier.

Our Northern Region Secretary, Peter Morelli: pnam@ihug.co.nz is our main source of contact, and material including an Accommodation Guide will be emailed out in shortly.

Please note that, as accommodation at Hicks Bay is limited to one motel, the club has pre-booked rooms. This cost including, breakfast and dinner, will be included in the entry form.

For all the other accommodation arrangements we will reserve units, but you must book directly with the motels.

We are looking to trump (perhaps a poor word choice!) the success of 10 years ago where we had 22 cars. We look forward to your joining us for this anniversary tour.

The Entry Form is included with this magazine 17-2.



This was photographed by Bruce McIlroy during the 2010 Ghost Tour of New Zealand at Chateau Tongariro; a good place to stay during the journey to join the First Light Tour this November.

The Annual Southern Region Homestead Run Report by John Ferguson and Images by Tom King



Perfect weather, pleasant surroundings and people, and interesting cars; another Southern Region Homestead Run, carrying on a winning formula organised by our Southern Region Secretary, Martin Vincent.



Denis O'Rourke's Barker Limousine body on 25/30 chassis GRO80 is seen at the starting point

The most difficult of all reports to write, is, I think, a report on a club outing. What can one say? The subject of this event is undoubtedly the most popular of all our outings. As usual the weather was kind, and a large contingent gathered at Racecourse Hill to picnic in the grounds, with the magnificent homestead as a backdrop. There were the usual familiar faces and cars, and a few not so familiar. These included Denis O'Rourke and his 25/30 Barker Limousine, chassis GRO80, a car your reporter had never seen before, but which has been domiciled in the Christchurch region for several years. This is a very formal limousine with sliding glass partition, occasional seats, and complete with microphone and speaker for communication from the rear seat to the chauffeur. A handful of other makes helped to swell numbers even further. Looking around, it was evident that there were many grey heads in the group, and indeed many have been club members for more years than they would wish to be reminded of, so it was nice to see the odd young person present.

The owner, Brain Cribb, gave an interesting talk about the homestead and the restoration carried out after severe earthquake damage. The house, designed by Cecil Wood, was built in 1912, replacing an earlier house which was cut in half and transported to two different sites. The original land area of 20,000 acres is now reduced to 65 acres. Damage in the September 2010 earthquake was almost terminal, with the triple brick ground floor collapsing, and the mostly intact timber upper floor resting on the rubble. The ruin would most likely have been bulldozed if the Cribbs had not come to the rescue. The ground floor has been rebuilt with a timber frame, and local Darfield bricks have been used as a veneer to retain the original appearance. The restoration of the house and grounds is a credit to all concerned.

Hopefully everyone had a pleasant and non-eventful return journey at the end of the day. Our thanks to Martin Vincent for organising yet another very successful homestead run.



The presence of two New Zealand-new 4½ litre Bentleys, with matching numbers and continual history, is rare anywhere, so here are a few pages dedicated to their honour, and to the Wright and Tripp families, who care for them. On this page we have chassis UK3285, a Vanden Plas Roadster originally delivered to Mr W.R. Hudson of Dunedin in early 1929.





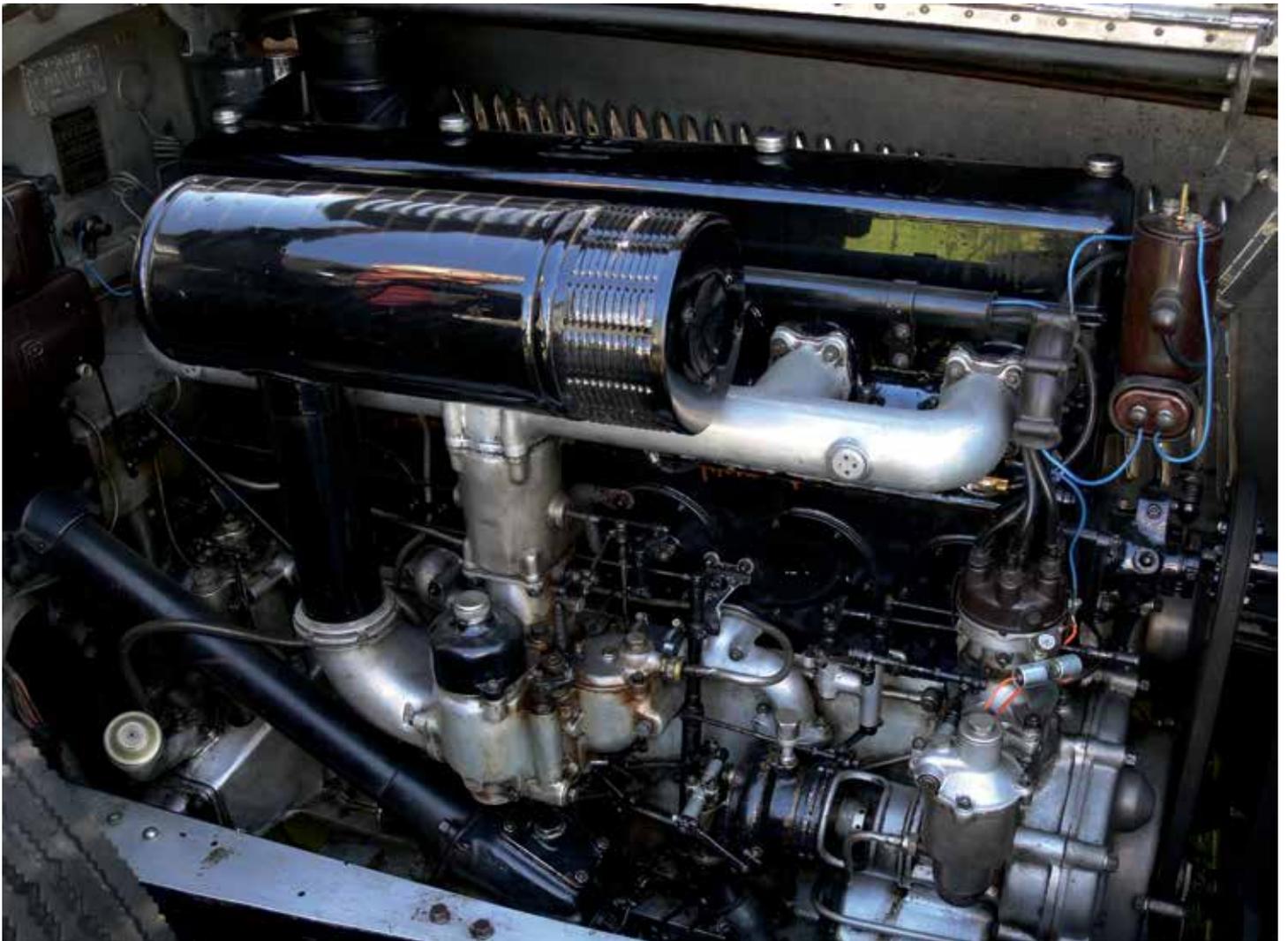
Lucy Wills, the original owner of this car, chassis NX3464, shared a profoundly deaf condition with her brother, Matthew, perhaps accounting for the Le Mans dimension of the rev counter. The car was delivered from Vanden Plas in April 1929, joining her brother-in-law Bill Hamilton's car, chassis HF3198, in their natural habitat, the High Country of the South Island. Tony and Nicky Tripp still use this marvellous car as it was intended to be used. The details, including the nets for oddments, Marchal headlamps, and the probably correct interpretation of British Racing Green, all reward a few minutes spent.





(Clockwise from top left) Some details of Donald and Jenny Wright's 4½ litre, chassis UK3285, the Rotax headlamps and oil cooler being prominent; the delightful contours of the car's Vanden Plas Roadster coachwork, and one of the two side-mounted spare wheels. Donald confessed to having spent a lot of time in cleaning the car, ready for this event; the harmonious lines of Vanden Plas's original coachwork on NX3464; these three gentlemen, from left Ellis Shier, Ron Hasell and Geoff Owen, have a cumulative experience of Bentleys somewhere over 180 years.





(Above) Phantom II Continental, chassis 101RY and (Below) 8 Litre, chassis YX5114.

With these images we salute the Club members who have made the commitment to be custodians of these car engines, and the trusted professionals who look after them.



**Invitation Events: British Car Day at Upper Hutt and Art Deco Weekend at Napier
Clive Edmonds Took the Photographs**



*Indifferent weather prevailed for both events, but (above) at Trentham Lesley Tilley and Barrie Benseman chat beside Barrie's Silver Cloud III, chassis SEV249, and Peter Willis's S1, chassis B271AP.
(Below) At the Art Deco Weekend, 20 HP jointly owned by Iain Taylor and Gordon Buckley, chassis GYK85.*



Invitation Event: Meeting the Bentley Drivers Club Tour at Waitahuna, Gavin Bain's Home



On a perfect summer evening we had the chance to meet an eclectic range of Bentley Drivers Club cars and their carers.

The Bentley Drivers Club held an ambitious rally of Bentleys of all ages, and pre-war Lagondas, through New Zealand, and local Canterbury Bentley owners were invited to meet them, and their cars, at Gavin Bain's home, Waitahuna, at Governors Bay before they set out.

The weather was perfect, of course, and the BDC provided an excellent spit-roasted dinner, unobtrusively but impeccably organised by Sharon Ballantyne. Most of the cars were already parked on the lawns when we arrived, and what a fine array they were. A distress call was received from a 3 litre, which had fuel

pump failure during the drive over Dyers Pass from Christchurch. After being towed to the top, it coasted all the way down, arriving wreathed in Ferodo fumes, but a borrowed pump was soon being installed.

We haven't heard much news of the progress of their rally through the country, but Bentleys were the featured marque at the Art Deco Rally in Napier, with the BDC Tour making an appearance there.

We are grateful to the Bentley Drivers Club for their hospitality, and to Gavin Bain for being our host.



A marque with affinities to Bentley, Lagonda had been in business since the earliest days of car manufacture in England. By the 1930s they had evolved into a formidable competitor to the newly established Bentleys being built by Rolls-Royce at Derby, offering performance at least on a par, and at a price of between half and two thirds Bentley's figure. Without the resources of Rolls-Royce behind them, Lagonda were under-capitalised, but their activities were always carefully regarded by the management at Derby. We don't see many Lagondas here, so it was a good opportunity to get to know (left) a 1100 cc Rapier, and (right) a High Chassis 2 litre.



More images of the H.J. Mulliner Sedan Coupé on 1948 Mark VI chassis B382CF



This Freestone & Webb saloon came from California, but its chassis number eludes our Research Department



Originally a Thrupp & Maberly Saloon on 4 1/2 litre chassis B105HM, a coachbuilder named Smith built this Estate body after the Second World War. Four Bentley chassis were re-bodied by Smith, and two survive, the other on a 3 1/2 litre chassis.



(Above) Nick Channing with his Lagonda 4 1/2 litre Rapide Replica, extracting his spare fuel pump, to loan it to the 3 litre Bentley which had a problem on Dyers Pass on the way to the gathering (Right) The BDC Tour came equipped with its own violin player.



*(Above) Tony Fabian and Humphrey Avon are admiring the splendidly original Park Ward Saloon, chassis B59MX
(Below) This 4½ litre Tourer, chassis AB3362, left the coachbuilder H.J. Mulliner in December 1928, clad in a fabric covered saloon body, built to Weymann patents.*



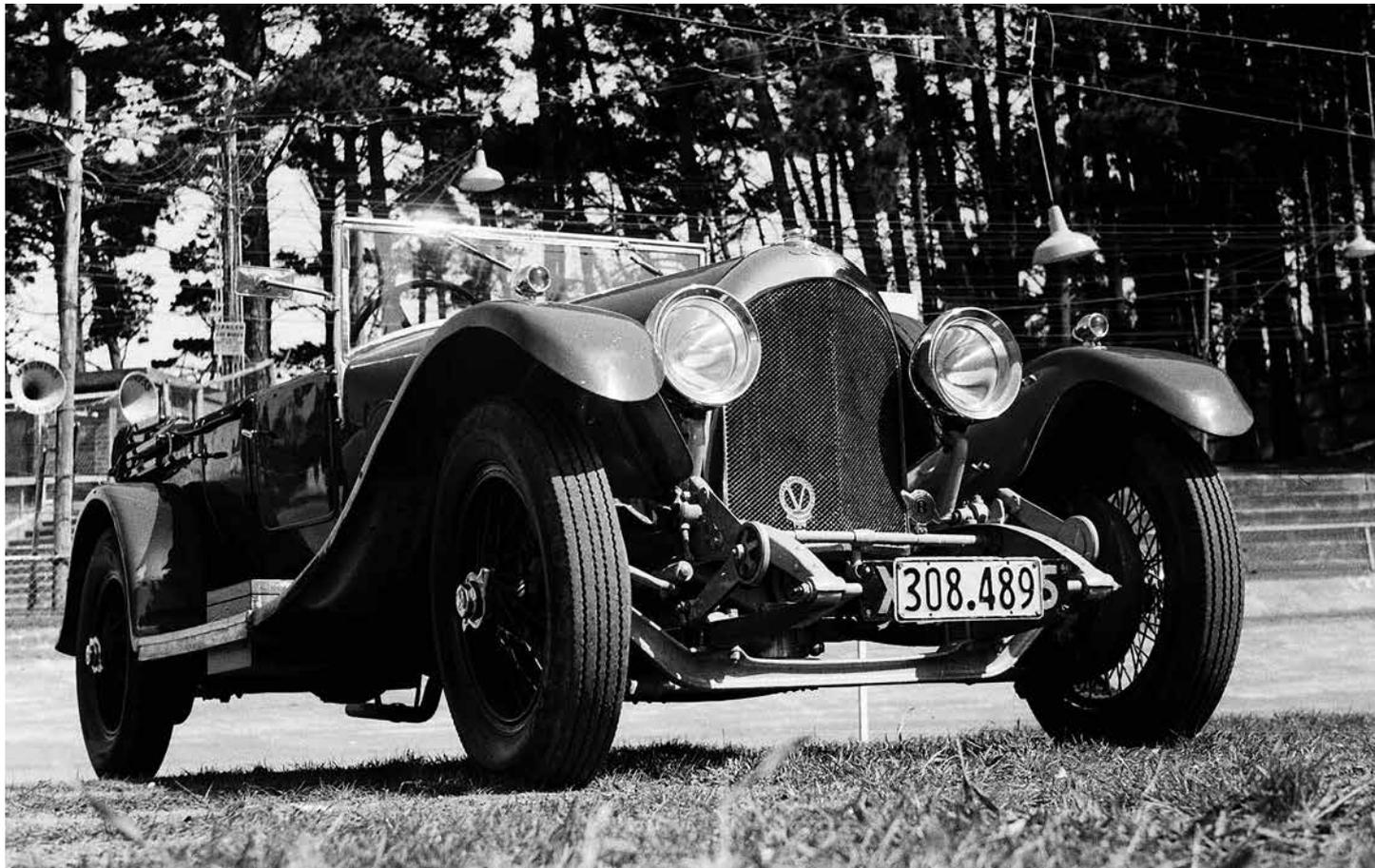
The Vintage Photographs of Keith Humphreys

Keith Humphreys has been taking photographs ever since his first event, when he navigated for the late Norm Adams in a 3 litre Bentley in 1963. Keith has been scanning his collection of images, and is kindly sharing those featuring Rolls-Royces and Bentleys with us.

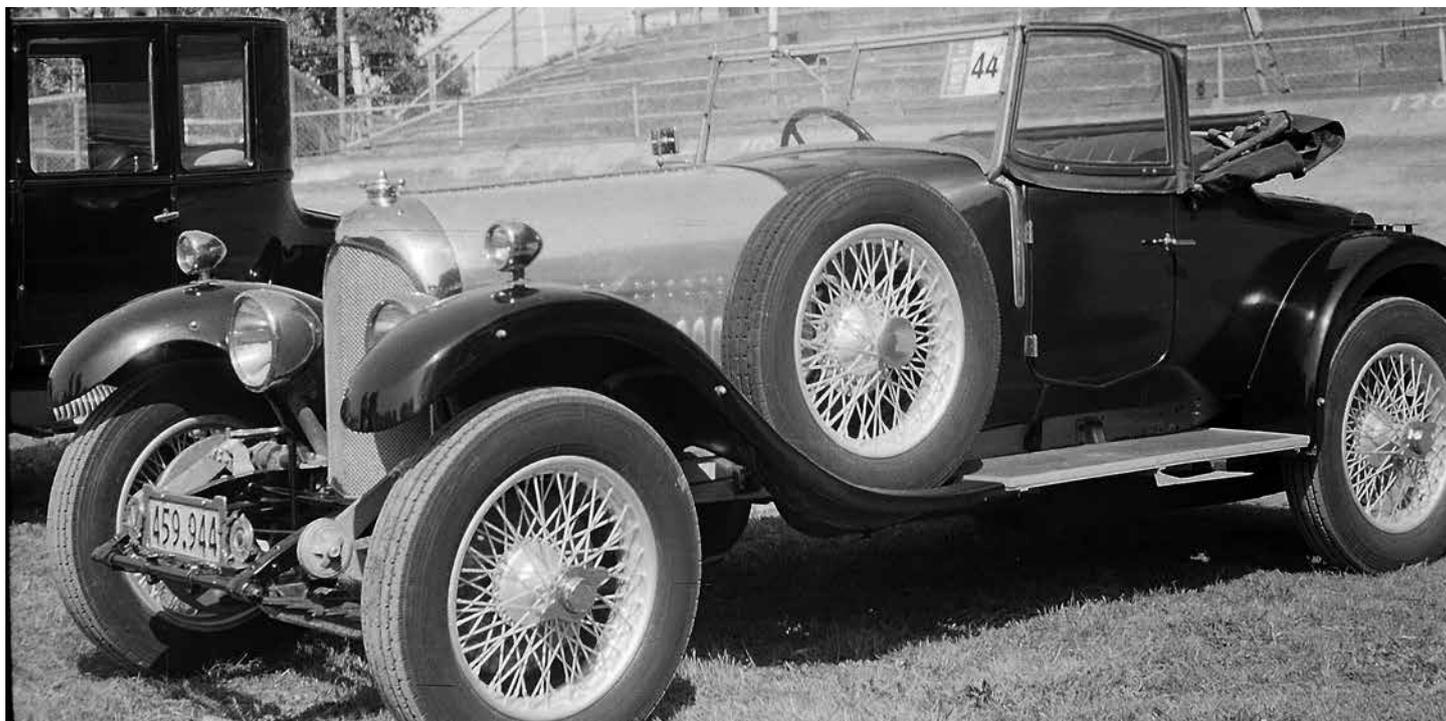
With the help of his captions, and by cross-referencing with reference works, we have been, able in most cases, to identify the cars by chassis numbers, and their carers. The sources consulted include Roy Tilley's *Rolls-Royce and Bentley in the Land of the Silver Fern*; Gavin Bain's scrapbooks kept throughout his life; Stanley Sedgwick's *All the Pre-War Bentleys – As New*; Robert McLellan's vintagebentley.org web site; Dr Clare Hay's monumental *Bentley Factory Cars 1919 – 1931* upon which Robert drew heavily for his ambitious goal of accounting for every car built; and the usual network of memories and cronies, including John Ferguson and Tom Clark.

We trust these images, and those to follow in future magazines, will be of interest; the quality of these now historic images warrants circulation in the forum we have here.

If you, our readers, have any images you would like to share, they will be welcome.



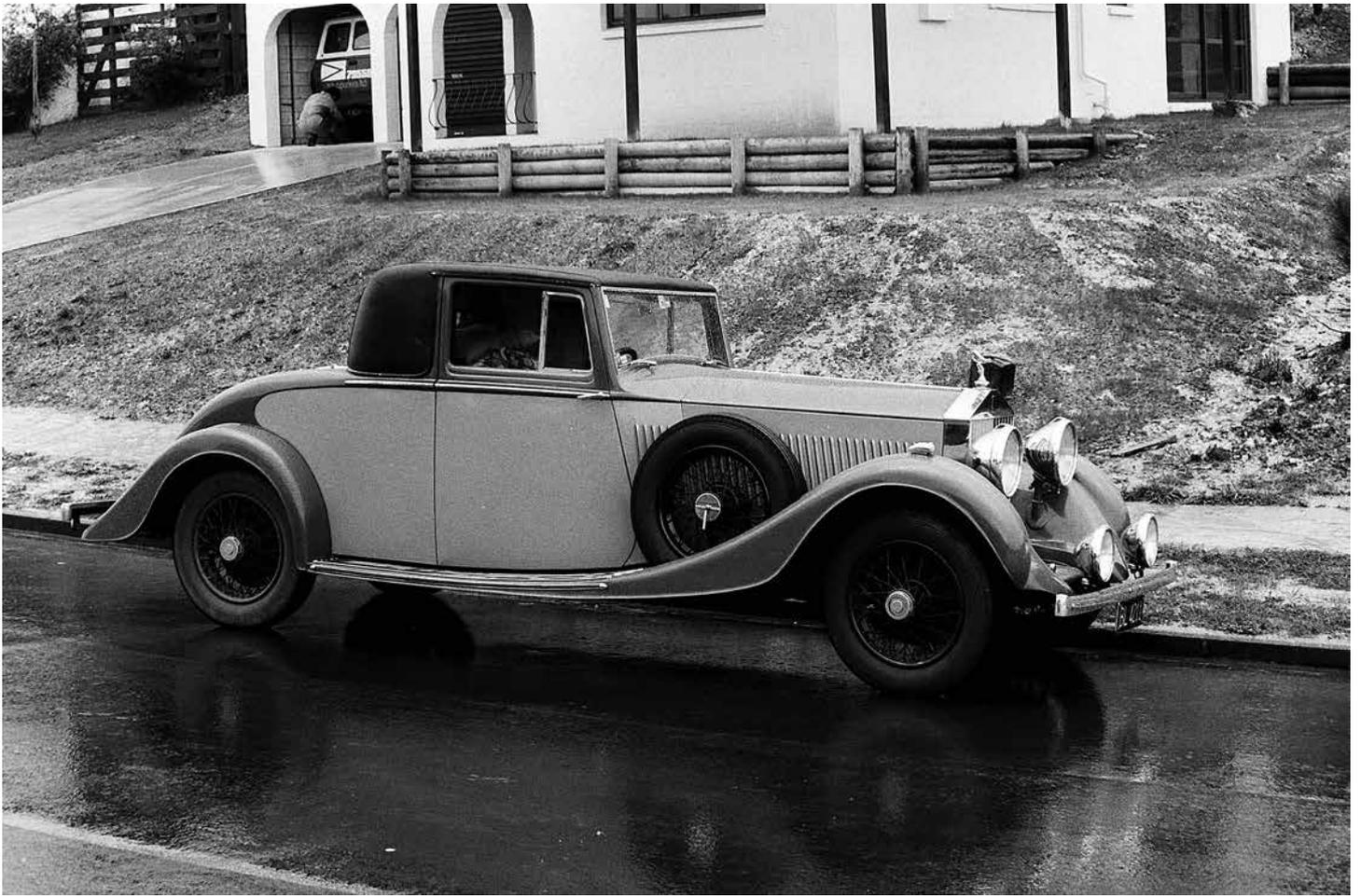
VCC Hunua Hundred Rally, 1963. (Above) Norm Adams's 1924 3 litre Park Ward Tourer, chassis 794, now in Lewis Townshend's care. (Below) Jim Chappell's 1925 3 litre H.J. Mulliner 2-seater, chassis 996, now in Richard Langridge's care. Both cars are Speed Models.





VCC Hunua Hundred Rally, a gloomy day in the Spring of 1975; Alf Seccombe in his Speed Six Vanden Plas Tourer. The identity of this car has eluded us until now, but careful cross-referencing of the sources cited on Page 17 have identified it as chassis LR2781. Delivered in May 1930 to J. Dibble, it was discovered by Cecil Bendall in a barn in 1961, and was acquired by Alf Seccombe the next year. Careful refurbishment returned it to a very elegant appearance, and the car competed in the VCC International Rallies in 1965 and 1972. It was sold to Stan Lucas of California, and eventually made its way there after several years of storage at Rod Welch's premises in Mangere.

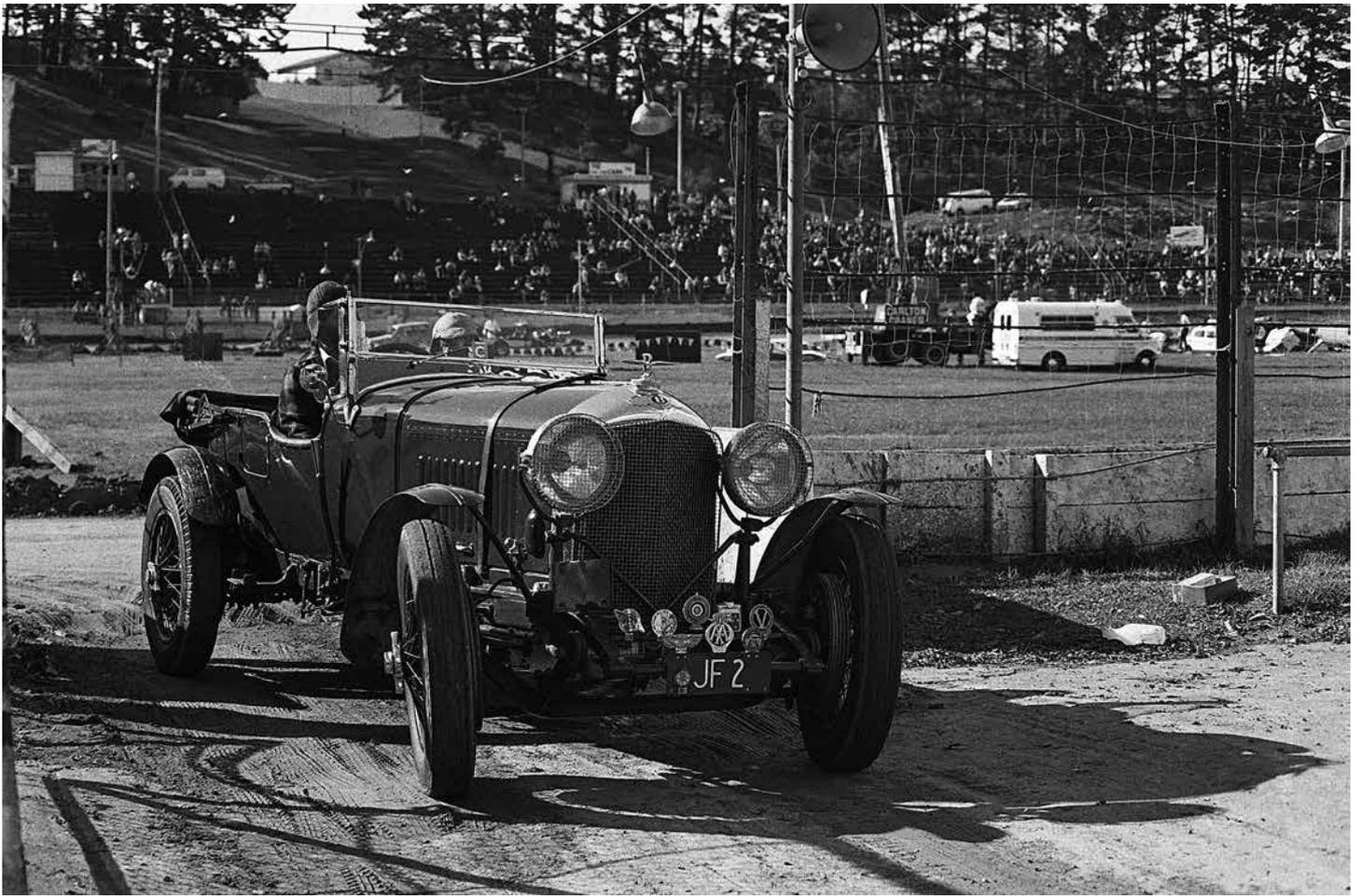




(Above) VCC Mini Expert Trial July 1979 and (Below) VCC Pinchgut Hill-climb 6 March 1976.

Hugh McDonald competing in his 20/25, chassis GLG34. This car, a Saloon by H.J. Mulliner, came here in 1937 in the hands of Patrick Borthwick of Masterton. It later acquired a school bus body, but the Coupé body seen here was built by Bill Janes in Tauranga. Tom Clarke noticed that the original Mulliner scuttle survived the school run, being incorporated in the Janes body. The car is no longer in New Zealand.





*Our Club member John Vallings in his 1924 3/4½ litre Vanden Plas Tourer, chassis 590. In 1938, 4½ litre engine NX3474 was fitted, together with a 4½ litre radiator and cycle wings.
(Above) John competes at a sprint, Western Springs, May 1982 and
(Below) at Chelsea Walsh, November 1979.*



Media Release From The Air Force Museum of New Zealand The Engine of Johnny Checketts's Spitfire Arrives in New Zealand

An aircraft engine which lay buried in northern France for more than 70 years, has come halfway around the world to be delivered to the homeland of its pilot.

The Rolls Royce Merlin engine, which belonged to Mk.IXB Spitfire EN572, flown by renowned Kiwi fighter ace, Johnny Checketts, arrived at its new home at the Air Force Museum of New Zealand in Christchurch on 22 February 2017, met by Museum staff and Johnny's son, Chris Checketts.

The engine has a remarkable story to tell. On 6 September 1943, Johnny Checketts and his fellow Spitfire pilots of No. 485 (NZ) Squadron RAF took off on a mission to escort 72 RAF bombers to their target in France. They were intercepted and attacked by 20 German FW 190 fighters, and in the ensuing dogfight, Johnny's Spitfire was hit. There was a "terrific explosion" and the cockpit filled with flames. Johnny was badly burned but managed to bail out, landing safely in a field, while his Spitfire ploughed into the ground. He was safely hidden with a French family and his wounds treated. With help from the French Resistance, Johnny evaded capture for nearly two months and safely made it back to England. Johnny passed away in Christchurch in 2006, after serving as a volunteer guide at the Air Force Museum of New Zealand for a number of years. In March 2015, French aviation enthusiast group 'Somme Aviation 39-45' uncovered the remains of Johnny's Spitfire, aided by the accurate memories of local man, André Bonvarlet, who, as a teenager, had witnessed Johnny's Spitfire crash and had seen him bail out. The complete Merlin engine, together with numerous other aircraft parts, was excavated from beneath 3.5 metres of soil. Pierre and his team then began the process of cleaning and restoring the engine, which was encrusted with clay and dirt.

Pierre contacted Johnny's son, Chris, in Christchurch about the possibility of sending the engine to New Zealand. Thanks to generous support from Mainfreight, the engine was shipped here and donated to the Air Force Museum of New Zealand by Chris Checketts, on behalf of Pierre Ben. Through the efforts of Pierre and his 'Somme Aviation 39-45' team, the Museum now has an



Portrait of Flying Officer J.M. Checketts, after returning from a mission, with Alan Deere's dog.

enduring tribute to one of the most famous Kiwi fighter aces of World War Two. Museum visitors will have the opportunity to view the engine when it goes on public display in the Aircraft Hall in March.

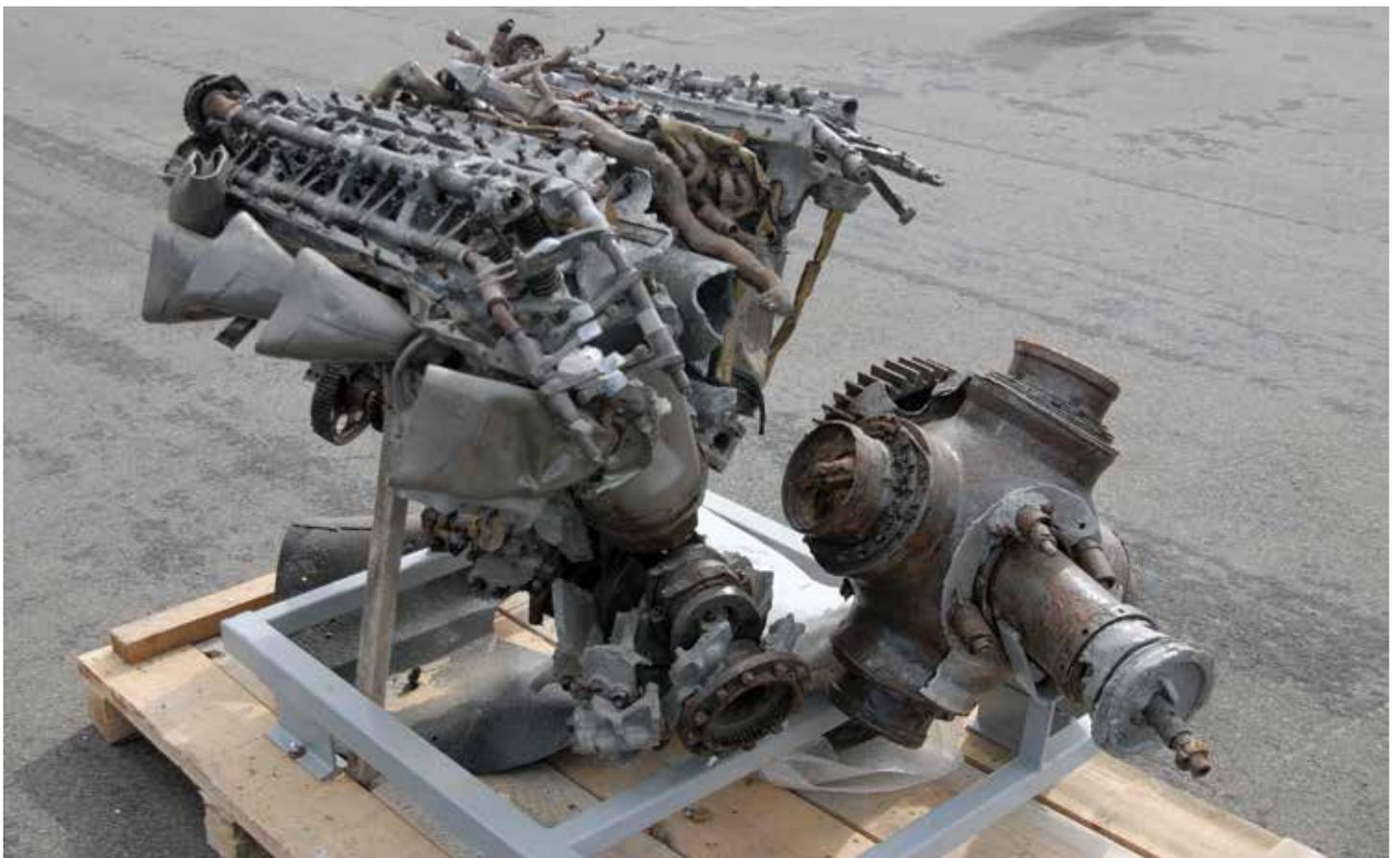


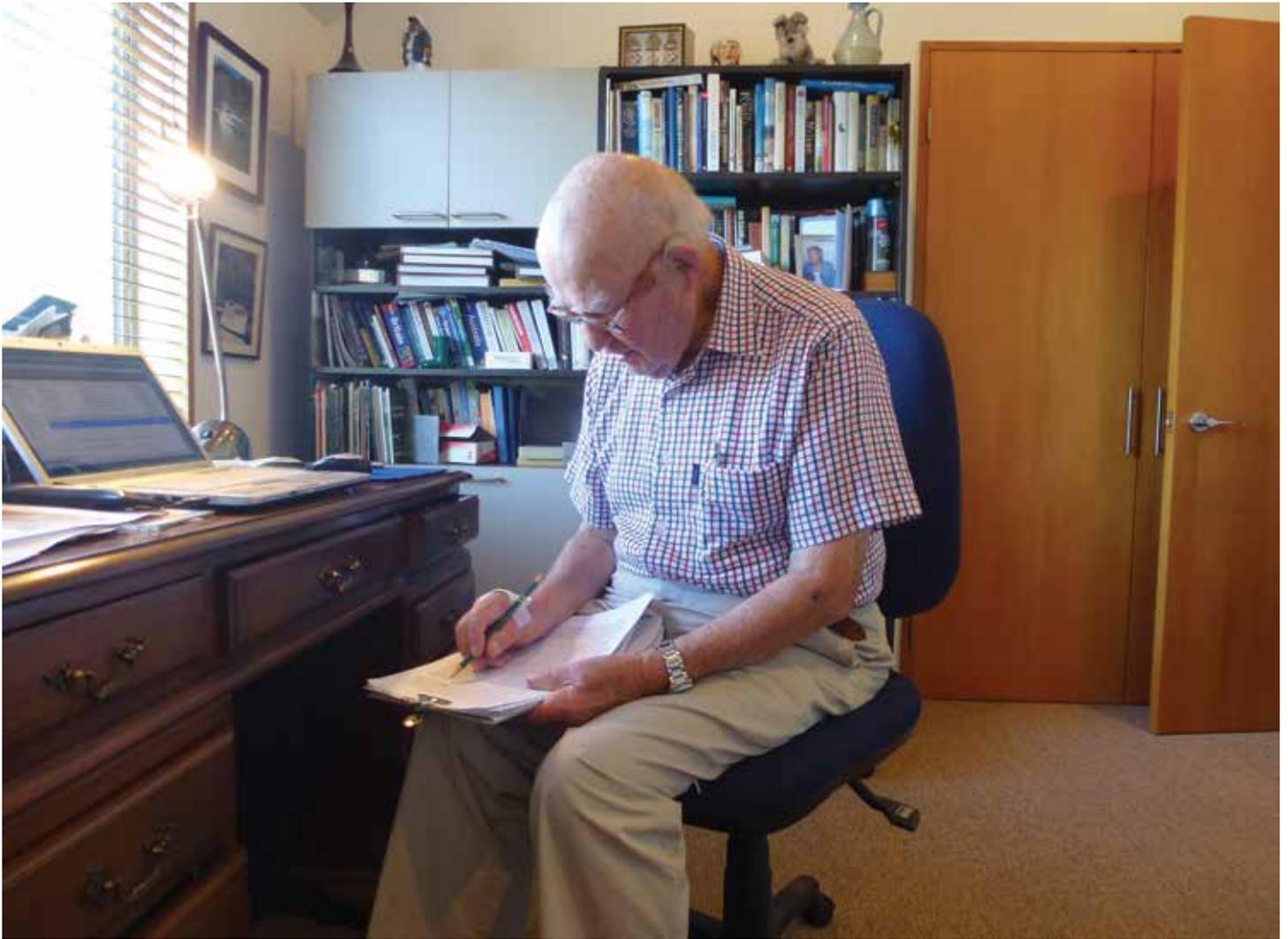
The Merlin engine being unloaded from Mainfreight transport at Wigram; photographs accompanying this article are copyrighted by the Air Force Museum of New Zealand, and are reprinted with their permission.



This must have been an emotional experience for Chris Checketts, as he saw the engine which powered his late father's Spitfire on 6 September 1943, the day he was shot down over France.

For more information on the discovery of the engine, see: <http://www.somme-aviation-39-45.fr/pages-dossiers-decouverte/spitfire-ix-en-572-485-sqdn-rnzaf-aigneville-english.html> You may also like to note the film of the engine's arrival, on our YouTube channel: <https://www.youtube.com/watch?v=V4wDp49DMII> For more information please contact: Michelle Sim, Communications Manager Air Force Museum of New Zealand communications@airforcemuseum.co.nz





Bruce Carey eliminating spelling mistakes in your editor's draft article

Shortly after Bruce Carey started his tenth decade of an active and stimulating life, he chatted to your editor about his memories. Since they include two trips around East Cape, the chat was timely, as he and Diana look forward to the jaunt around the Cape which the Northern Region is organising for November this year.

Bruce was brought up on the Cashmere Hills of Christchurch, where neighbours and school friends were the three Archibald brothers, whose father ran a car importing and dealing business. Bruce had two older brothers and a sister, all born during or just after the Great War, and their father, Reynolds, was an executive with the respected Kaiapoi Woollen Manufacturing Company. That is where Bruce started work in 1945 in wool sorting and then wool buying, also attending Accountancy classes at Canterbury College.

Reyn Carey was a keen motorist, and during the 1920s and '30s owned a Hudson 4-cylinder, two or three Super 6 Packards and one 8-cylinder, and a Nash overhead-valve six-cylinder car of 3.7 litres. The North Island and South Island Motor Unions organised conferences in both the North and South islands, and in 1938 they mounted an expedition around the East Cape of the North Island. Bruce was about to start at Christ's College, when his father took him with him on the trip, in his newly acquired Buick Straight 8. They headed north from Gisborne, staying the first night at Te Puia Springs, the second at Te Araroa, the third at Whangaparaoa, the fourth night at Opotoki, and finished the next day at Tauranga.

The trip made such an impression that he arranged to take Diana on the same north-bound trip on their honeymoon in 1955. This time their car was a 1949 Chevrolet, and before their first stop at Te Puia Springs the weather was bad enough for them to be held up by a bad road slip. A Maori road gang physically lifted

the car and its occupants over the slip and back onto the road, as most of the road was at that stage somewhere down the bank. Diana remembers that her lack of contact with Maori during her childhood led to her unfamiliarity with the subtleties of the word "kai", to Bruce's surprise. Despite its name, Rangī Ruru Girls' School did not, during Diana's time there, teach Maori. During the late 1950s and early '60s Bruce's and Diana's three children, Nicky, Michael and Richard were born. So far, just one image from the trips around East Cape has been found, but if more show up, we will publish them in future issues of our magazine.

However, we are getting a bit ahead of ourselves, so let's go back to Bruce's first car, which was a 1939 Studebaker Commander 3-seater coupé. He thoroughly enjoyed it, despite having had a head-on collision with a small Commer commercial vehicle during a trip with a friend to the West Coast. The Commer had strayed onto the wrong side of the road, and, while the Studebaker, although grievously injured, was still driveable, its opponent was not. The respected firm of Cooper and Pryce repaired the Studebaker to a high standard, although Mr Pryce was not satisfied with the fitting of the air intakes, until those they had borrowed from another Commander were used to ascertain the correct contours required.

He retained the Studebaker when he left for his Overseas Experience with the Bradford, Yorkshire based firm of Sir James Hill & Sons. Bruce bought a Morris Minor before he left here, to be delivered to him when he arrived in England. He remembers that the price was £610 (about \$NZ39,000 now) and it turned out to be one of the first with the high headlights, although still with the 8 hp side-valve engine, of course. Bruce wanted the car in navy blue, but the colour seemed to be an insipid pastel blue, so he opted for the other alternative in black paint, and as part of the



The slip encountered by Bruce and Diana during their honeymoon trip around East Cape in 1955, the road crew and the 1949 Chevrolet

deal he shipped it home at the end of his two years away. Despite the marginal power, Bruce enjoyed the very competent handling of Alec Issigoniss's design. The only real problem he encountered was with the recently fitted double-dipping headlights which had replaced the traditional "One Dips, the Other Goes Out" regime, so that oncoming drivers assumed that two lights meant an inconsiderate lack of dipping, to be countered of course by two even brighter lights just when you didn't want them.

Bruce flatted in a large house with other young men, mostly fellow "Colonials". One of them, Michael Higgins, owned a 1936 4½ litre Lagonda saloon, one of those with the side-mounted spare wheel under a fairing on the off-side, and the twiddly bits such as jacking pump and tools under the dummy fairing on the nearside. It is fondly remembered, but in those days of petrol rationing the Morris was the practicable means of transport. The two of them went, in the Morris, on a Continental trip, and had a wonderful time. Because of the paucity of travellers at that time, they were able to stay within their budget in a superb hotel at Monte Carlo.



Two images from Bruce's stay in Bradford, England from 1951: (Above) friends with their Bradford-built Jowett Javelin and (Below) the popular British pastime of Trials, with Ford 10-based Specials cavorting over the Yorkshire Dales.



Bruce's first car, a 1939 Studebaker Commander 3-seater Coupé



The Carey family has always had an interest in boating around Banks Peninsula and in the Marlborough Sounds, and various interesting launches have been held, usually powered by marine versions of Chrysler engines. While in Britain, Bruce learned of engines to be disposed of as war surplus, so he bought two of them. They were built by Henry Meadows Ltd, remembered of course as the builders of the similar engines fitted to the 4½ litre Invictas and Lagondas, but these were of a bigger bore, and developed about 110 bhp. Bruce bought a whale-chaser originally built for the Perano family in Tory Channel, and the Meadows engine gave it enough power to be able to reach about 18 knots.

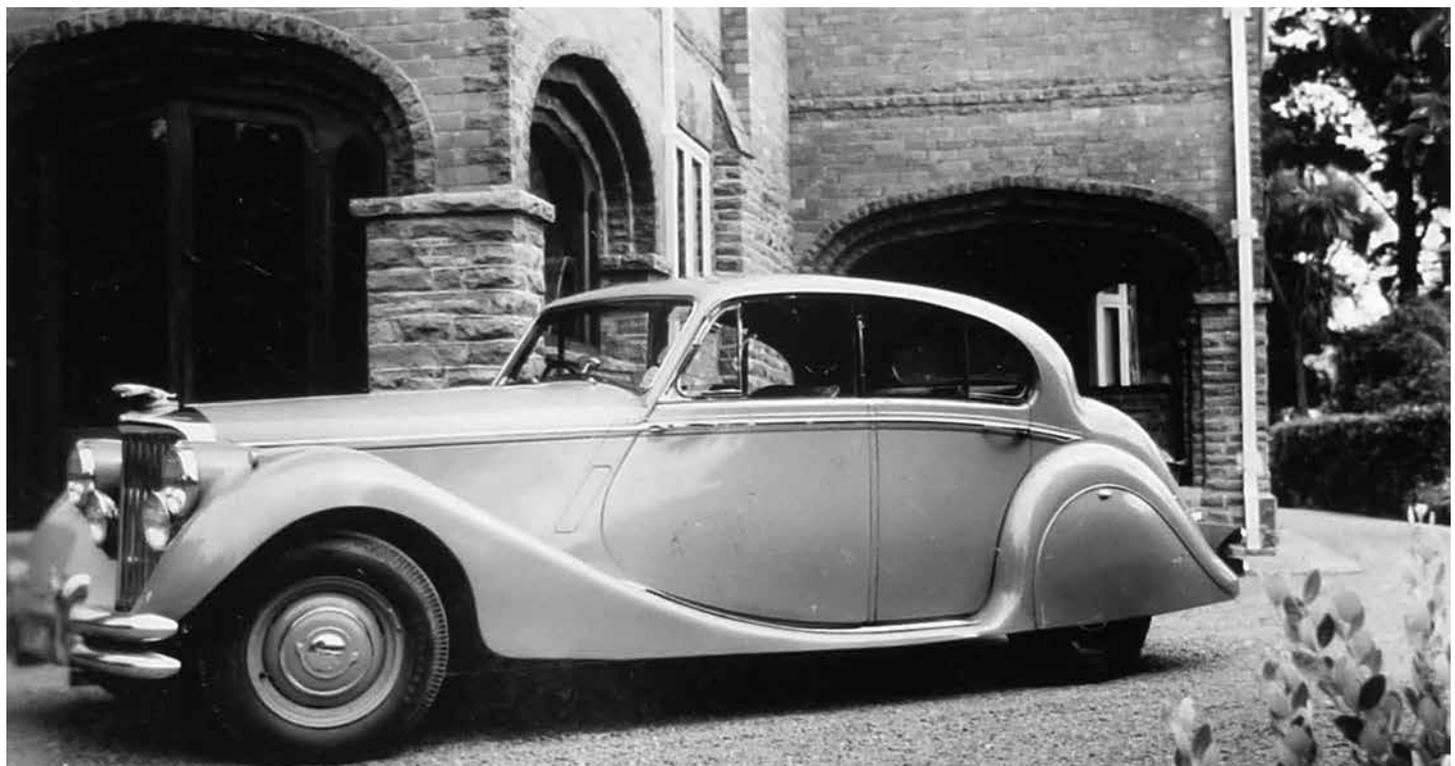


(Above) The ex-whale chaser was dilapidated when purchased, but gave good service when rebuilt and with the Meadows engine installed; a relative of this engine won the 1935 Le Mans race for Lagonda.

(Right) Launches previously enjoyed by the Carey family in the Marlborough Sounds.



*(Below) After its encounter with a Commer on the West Coast, the Studebaker was still driveable, but its opponent was not.
(Bottom) Bruce's first Mark V Jaguar, bought in the mid-'50s*





*(Clockwise from above) One of the cars assembled by Todd Motors, with Hamal components, was the Talbot, remembered as a thoroughly competent car with excellent handling qualities.
The second Mark V Jaguar after restoration.
The Continental "R".
The 3½ litre Park Ward Saloon with friends' cars*



Bruce returned to work at Kaiapoi in 1953, as assistant to the Wool Buyer for both Kaiapoi and Wellington Woollen mills, but when his father died prematurely a few years later, he took on, despite misgivings about his lack of experience and young age, the role of General Manager. Subsequently, during one of the periodic turmoils in the woollen industry, he resigned in 1971, and bought a firm which was a contractor to the motor industry, Hamal Products Ltd.



By this time, however, his friendship with the Archibald brothers led inevitably towards their prize agency, Jaguar. He had known the Mark V model since it was new, but could not afford one at about £1650, but after the pushrod-engined Mark V was superseded by the Mark VII, using the same chassis but with the new twin-cam XK engine mounted further forward, a battleship grey car became available second-hand, and the Studebaker made way for it. Bruce was not entirely happy with this Mark V, since the accident damage it had suffered during the 40,000 miles it had lived through before he bought it had been improperly repaired. Some engine work had to be redone, and properly, when the agent rectified the previous owner's truck mechanics' efforts. As well as that, ground clearance was inadequate for the hazards often met on the roads of that period, with exhaust system, sump and oil filters vulnerable; stones could enter through the brake ventilation ducts; overheating was a problem in summer; while winter snow build-up was able to compromise the steering capabilities. It must be remembered that there were combined road/rail bridges across the Rakaia, Rangitata, Clarence, Ure and Waiau rivers, so crossings with the Jaguar were always a worry. Archibalds made a sump guard from 1/8" (2.5 mm) boiler plate, but that further reduced the ground clearance, leading to the front suspension needing to be adjusted by raising the torsion bars.





Now that we don't see Mark VII Jaguars very often, it is easy to forget what a handsome car they were.

The Jaguar departed when Bruce and Diana built a house, and from this time he had the use of company cars, so the concept of a car for recreational use had to wait for some years, although he did enjoy the custody of a silver Mark VII Jaguar, with its free-revving engine. The steering was heavier, however, than the Mark V, as a result of the engine having been moved farther forward in a similar chassis.

A few other Jaguars crept into Bruce's life, including a 420G, which replaced a 1965 Ford Fairlane in 1968. At first dauntingly large, it was found to be amazingly smooth and comfortable, with its all-independent suspension, but the steering was heavily power-assisted and lacked feel, so when the rising price of fuel started to bite, Bruce turned to smaller cars.

Hamal Products later became Hamal Industries Ltd, manufacturing and supplying electrical cabling, terminals, and other products to the motor assembly plants in Porirua, where Todd Motors built mainly French designs before settling upon Mitsubishis, and the factory then building British Motor Corporation products in Nelson. It is perhaps forgotten that Triumphs, Jaguars, Land Rovers, and the Leyland P76s were built there, along with the Honda Accord, and Hamal were closely linked with building components for this factory. Bruce remembers the nightmare of the P76. It had originally been a larger replacement for the Rover 3500, powered by a 4.4 litre version of Rover's V8, which they had obtained from General Motors Buick and Oldsmobile. The supply train for the P76 was tortuous, and before long British Leyland, into which by now BMC had devolved, decided at short notice to cancel the P76 project. Hamal were left with many components uniquely destined for the P76, and the compromise eventually reached could never have been a satisfactory outcome for all parties. There is still a small but devoted following for these slightly ungainly-looking cars, finished in the perhaps garish

palette adopted by British Leyland in those days, and your reporter recalls seeing a new engine still in stock at the erstwhile BMC agent in Invercargill, long after the marque's demise. Presumably that engine found its way into a Land Rover...

In the days before the arrival of used cars from Japan, there were at one time twelve car assembly plants in New Zealand, employing 6,000 staff, and Hamal supplied parts for Holden, Mitsubishi, Toyota, Mazda, Suzuki and Subaru. During the mid-1990s everything changed, although the expertise built up made the company well able to further diversify, to provide cabling to many New Zealand manufacturers, fibre optic cables to telecommunication companies, and some terminals to British companies, including Jaguar.

Bruce retired in 1995 from the day to day running of Hamal, in favour of his elder son Mike, but remained Chairman of the Board until the company was bought by Tyco Electronics in 2001. Bruce always retained a strong link with his staff, with their personal development encouraged by opportunities always available. When Mike Carey was invited to the opening of the new Tyco factory, replacing the Woolston plant damaged by the earthquakes, he was pleased to see so many employees who had worked with the Careys at Hamal still on the staff. At the recent birthday party, Mike commented that Bruce's policy of letting people get on with their job, and not to micro-manage, did not quite extend to the notes and memos he received, which were likely to have spelling mistakes circled and corrected.

Bruce has always had a close relationship with charities and service clubs, with Round Table, Rotary, the Outward Bound Trust, and Rhodes Memorial Convalescent Home being particular interests.

In 1980, memories of the Mark V Jaguar led Bruce to seek another, and one in original, albeit somewhat neglected, con-

dition became available. In 1987, on a run through one of the country's most challenging routes, the Molesworth, the car performed well, apart from the cooling system failing under stress. An eclectic bunch of cars, ranging from a 1915 Silver Ghost and a Phantom III, to Bruce's and Diana's then current Saab, made the Molesworth run, and here are some photographs of the trip. The Mark V Jaguar was stored for some years, with attention sometimes paid to its deficiencies by Bruce's trusted engineering friends Tony Julian and Mike O'Neill, but during the 1990s Bruce's and Diana's younger son, Richard, persuaded Bruce to put the Mark V back on the road, so it was decided that the car would be restored as a Millennium Project, and in its livery of gunmetal grey with red interior it gave the family a great deal of pleasure.

More cars to assist with recreation have followed, including an S Type Jaguar and a 1953 Alvis TB21 saloon, before Bruce bought his first Bentley through the Real Car Company in Wales. This is a 3½ litre saloon by Park Ward, chassis B166FB, and this has been followed by a 1971 T Type, chassis SBH10035, and a 1997 Continental "R", a fine example of the next generation of Bentley to look forward to "classic" status.

All of these cars remain active within the Carey family, and, having passed, with flying colours, the medical inspectionr needed for his new decade, Bruce looks forward to enjoying life with his family, the cars, and our club.



*Some more images of the 1987 Molesworth journey the Carey family and friends undertook
(Above) The second Mark V Jaguar and the accompanying Saab
(Below) The original Molesworth homestead*





Also on the 1987 Molesworth journey, the McIlroy family drove their newly acquired Phantom III Hooper Sports Saloon with Division, chassis 3CM57



Two of the Chamberlain family's cars on the Molesworth run, the 1915 40/50 HP, chassis 7BD, and a 1938 Buick 8, similar to the car Reyn and Bruce Carey took around East Cape in 1938.



Another image from the Southern Region Homestead Run on 29 January, showing Phantom III Sedanca de Ville by Thrupp & Maberly, chassis 3DL32, and 25/30 Limousine by Barker, chassis GRO80. Note the number of young people also gracing this photograph.



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Club Calendar

The Registration Form for the Club's Annual General Meeting, 22 to 25 April 2017, was included with Magazine 17-1. A further copy is still available from the Southern Region Secretary, Martin Vincent, whose contact details are on Page 2. The Registration Form for the 10th Anniversary First Light Tour, starting 1 November 2017, organised by the Northern Region, is included with this Magazine 17-2.

NORTHERN REGION

As advised by the Northern Region Secretary

CENTRAL REGION

As advised by the Central Region "Tick of the Clock"

SOUTHERN REGION

Saturday 24/Sunday 25 June: Our Traditional Winter Run, and where better than Lake Ohau Lodge? We will travel the inland, scenic route through Geraldine, hope to be able to arrange a visit to Opawa Station, and lunch, probably at the excellent Nosh, near Waimate, to travel up the north side of the Waitaki River, cross over it on the new bridge, and have the usual welcome, comfort and dinner at Lake Ohau Lodge on arrival.

Mid-August: Winter Lunch at a venue to be arranged.

Wednesday 1 to Monday 6 November: First Light Rally starting from Tauranga, and finishing at Napier. Our friends in the Northern Region are organising this major event, and there are some definite entries already from our Southern Region. Peter Morelli is our contact, at (09) 575 9351 or 021 676 278 pnam@ihug.co.nz

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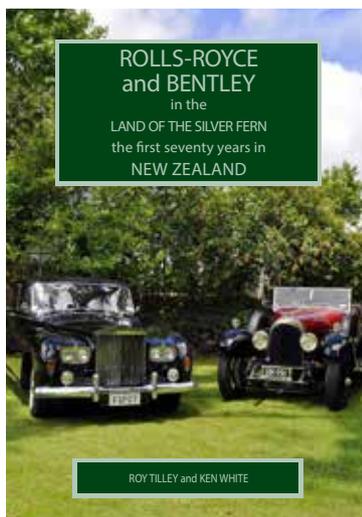
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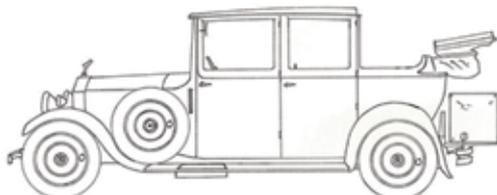
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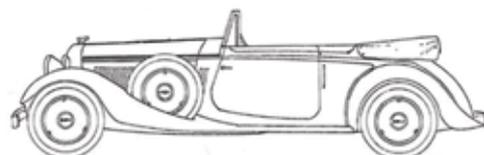
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