

New Zealand Rolls-Royce & Bentley Club Inc

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Front cover:

Bruce McIlroy and his 1922 Silver Ghost 60ZG, in John King's photograph.

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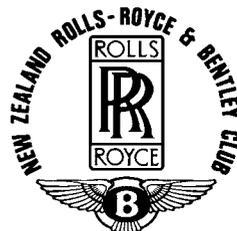
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SUBSCRIPTION

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

FEES: Registration Fee \$10.00 (once only)
 Membership Fee \$75.00 (annually)
 Family Membership \$5.00 (annually)

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Club Shop

BOOKS

From the Shadow's Corner by Cal West, Product Support Manager, Rolls-Royce Motors Inc, USA. A compilation of technical articles, specific to the Silver Shadow and its derivatives, reprinted from *The Flying Lady*. We will include with this a set of reprints from *Know Your Silver Shadow* featured in the Club magazine in recent years. \$80 per copy including P & P.

Silver Cloud/S Series Reprints 1955-1966: A compilation of technical articles from *The Flying Lady* specific to the Silver Cloud and S Series. \$20 per copy including P & P.

NZRR&BC CAR BADGES

Of the original design but made in stainless steel are now available at \$60 each.

Send your order with cheque made out to "New Zealand Rolls-Royce & Bentley Club" to: Roy Tilley, Technical Liaison Officer, 204a Waiwhetu Road, LOWER HUTT.

CHASSIS RECORDS

The Company's Construction Records, which accompanied every Rolls-Royce and Bentley (since 1931) chassis throughout its production at Derby or Crewe are a valuable resource for subsequent owners. They show details of the original order, any special equipment supplied, and the results of tests and inspections carried out prior to dispatch. The records for all cars over 10 years old are held by the RREC in the UK, and copies are available to members of that Club at a price which has to reflect not only the cost of photocopying and postage but also the cost of maintaining a valuable archive resource and employing a full-time archivist. The number of A4 pages for early cars may vary from two or three up to 20 or more, depending upon how much work and subsequent servicing was carried out by the Company and its agents. Records for a Silver Shadow can amount to 50 or more pages and are likely to cost around \$NZ150 but will be a worthwhile addition to any owner's library. For details of how to obtain a copy of your car's records, contact the Club's Technical Liaison Officer, Roy Tilley, on 04 566 0850
e-mail rmt@xtra.co.nz

ADVERTISING – pages 27 to h32

Classified advertisements (monochrome) pertaining to Rolls-Royce and Bentley matters are free to Financial Members who do not deal regularly in Rolls-Royce or Bentley cars or services. All classified advertisements must be submitted in writing to the Editor, Tom King, Phone 03 339 8309, e-mail the.king@xtra.co.nz 191 Sparks Road, Christchurch 8025. The publication of commercial advertisements, or any advertising in colour, will be the subject of a charge to the advertiser. Colour advertisements are charged at \$260 per half page and \$300 for full page, payable to the NZRR&BC Inc.

Club Calendar 2006-6

Northern Region

Sunday 21 January ANNUAL PICNIC at SHAKESPEAR REGIONAL PARK

Sunday 4 February Galaxy of Cars at MOTAT, Western Springs.

Sunday 11 February Intermarque Concours and Classic Car Display at Ellerslie

7 – 11 March East Cape NZRRBC National First Light Rally (further details next page)

Central Region

Sunday 4 February: Dannevirke Lions are again organising a “Wheels with Attitude” show and swap meet, which will take place at the Dannevirke Showgrounds.

Sunday 18 February: British Car Day

6 to 11 March: National Rally and AGM

April/May: Possible outing to the Kapiti Coast.

October: Annual North and Central Meeting

Southern Region

Sunday 28 January: Visits to Longbeach, Coldstream. Start Hornby Mall Car-Park 10:30 for 11:00.

Sunday 25 February: Gymkhana at Stephen Fowler’s property “Shangri-La”

Tuesday 6 to Sunday 11 March: East Cape National Rally

Sunday 1 April: April Fool’s Run

Sunday 27 May: Run for lunch at the Blue Duck Café, Motukarara, with a visit to the cars in John Ferguson’s care.

Saturday/Sunday 14/15 July: Mid-Winter Weekend at Mt Cook

Membership Changes

We welcome the following new members:

Trevor Scott-Smith & Helen Smith

152 William Stephen Road

Te Anau

2006 Bentley Continental Flying Spur II TS II

Graham Gould & Meina Liu

Herne Bay

Auckland

Maneek & Gregory Campbell

67 Harbour View Road

Waitakere

1996 Rolls-Royce Silver Spirit III1

Keith & Lyn Payne

212 Beach Road E

Penscroft, Ashburton

1994 Rolls-Royce Silver Spirit III BJK1

Please note the following address change:

Richard Langridge

Meadowbrook Farm

1 Kimpton Road Brookby RD1

Manurewa 2576

(09) 530 8565



First Light National Rally 6 - 11 March 2007



Auckland to Napier via East Cape 7 - 11 March 2007

Tuesday 6 March 2007

Assemble in Auckland - Evening Meet 'n' Greet Briefing - get your Rally Pack

Wednesday 7 March

Auckland to Whakatane - 298km Meet at BP Manurewa (Southern Motorway) 10 am
Actual route to be determined; Waikato/BOP members may wish to join the rally enroute.

Thursday 8 March

Whakatane to Hicks Bay - 207km Take a jet boat ride at the mouth of the Motu river; 100 yr old church at Ruakokore; Accommodation has been made at Hicks Bay Motel. There is no other suitable accommodation in the area, a deposit has been paid and will be included in registration fee.

Friday 9 March

Hicks Bay to Gisborne - 186 km Just a few of the items of interest en route - East Cape lighthouse; Te Araroa - largest & oldest pohutukawa in NZ; St Mary's historic church at Tikitiki; Tolaga Bay - 660m wharf & Cooks Cove; 20km of beaches into Gisborne.

Saturday 10 March

Gisborne to Napier - 215 km Things to see and do - Visit Eastwood Hill Arboretum (the National Arboretum) on the way out of Gisborne; Morere Hot Springs and bush walks; Mahia Peninsula. Rally Dinner in Napier

Sunday 11 March

Fond farewells and a safe journey home

Further details are available on our website www.nzrrbc.co.nz



(right) White Island
(left) Wharf at Tolaga Bay



Mainland Comment

Well, I hope that you are getting through the winter with no ill effects. Here in Canterbury strong and warm nor-westers are followed by strong southerlies, then north-easterlies which gradually become nor-westers, and....

As the Holiday Season approaches, and very quickly too, I would like to thank our readers, contributors, advertisers, printers, and supporters for your help and encouragement during the year. I have thoroughly enjoyed editing the magazine, not least for the contact with so many of you here and overseas, and I must say that as another milestone birthday approaches, the magazine has provided a welcome focus and feeling of staying away from the scrap-heap since no-one appears to be seeking my services.

The relatively small size of our Club is reflected in the size of the magazine, and the 32 A5 pages are soon filled. This is a shame, as our sister clubs publish long, detailed, and very worthwhile articles which would completely swamp our publication. The editorial library now includes *Praeclarum* and *London & Derby* from Australia, the *Rolls-Royce Enthusiasts' Club Bulletin* from Britain, and in electronic form *The Flying Lady* from the Rolls-Royce Owners' Club in America.

Perhaps we could arrange a circulation system amongst our Regions?

The Club Calendar on Page 4 can be a useful tool if you are arranging visits to other parts of the country, and our Regional Secretaries would be happy to arrange seats for visitors. I hope you will all take the membership list or magazine with you during the holidays, and meet members from other regions. The National Rally being held around East Cape in March will be great fun, and should be supported by members from all regions, that pesky Cook Strait notwithstanding.

Gene Eyre, who has so successfully guided the Southern Region for many years, has received a nasty knock with an unexpected serious operation. The complications which so often follow surgery have meant that she feels she has to retire from her role as Southern Chairman, although she will retain her close ties with the Club as Southern Region Delegate to the National Executive. Our thanks and best wishes go to Gene and Phil for their wisdom and friendship, and here's to a fast recovery to full health.

Best Wishes to you all for the Holiday Season, and for the coming year.



*Southern Region AGM 5
November
New Chairman Barry
Clark and retiring Chair
Gene Eyre*

Southern Region

LABOUR WEEKEND TOUR

“That looks an interesting road. I wonder where it goes.” “Yes, it would be fun to explore that some time, but today we don’t have time.”

How often does a similar conversation take place in our cars? Well, the Southern Region’s Labour Weekend Tour is an excellent chance to explore our island, in company with the friends we have made or will make in our Club.

This year we started from Oamaru on the Saturday morning, so we could have three full days of touring. I was fortunate enough to travel with Michael Midgley in his S3, and we had a pleasant trip south on the Friday afternoon. The weather was fine, but there was a distinct haze obscuring the views of the Southern Alps. Later we wondered if it was a result of all the coal burned by the steam locomotives as they travelled to Dunedin to celebrate the 100th birthday of the railway station there. By the time we reached Oamaru and 45 degrees South Latitude, and had checked in at our motel, a table full of Club members sat with relative patience at the Heritage Court Motor Lodge awaiting their dinners, so Michael and I, not wishing to further stress the catering, went and had the Roast of the Day at another Oamaru Licensing Trust venue.

Oamaru seemed to be completely full, and a return to “no vacancy” signs displayed at public holiday weekends must be welcomed, after years when small towns seemed to be struggling. The proprietors of our motel were most obliging, and we would recommend The Ambassador to any visitors to Oamaru.

The weather was distinctly cool, and on Saturday morning, as the projected 9:30 departure time came, those of us not cleaning cars had drifted into the warmth of the Heritage Court’s lobby in search of coffee. The downside was the ambient inane

FM radio which so many establishments feel should be inflicted upon guests, and which can ruin an otherwise pleasant day by installing an “earworm”. It is one of my maxims, that the worst song you hear will be that you hear all day in your mind. Luckily Michael’s radio does not work, and we were able to enjoy our choice of music on the CD player with which a previous owner had thoughtfully equipped the S3.

Henry Green had devised a run to cling to the coast as much as possible, and that morning the sky was grey with a pink under-tinge which provided an exact colour complement to the turquoise waves breaking on that isolated coastline. Our breakfasts tended a bit towards the sketchy side, and we were more than ready for a good café by the time we reached Karitane. The Garden Café there appeared on a road sign, but we made a slight error in calling at another café where there was no food available, and had a cup each of coffee long on volume but short on flavour before enjoying the Garden Café’s food and coffee.

Michael’s was the only Bentley on this part of the run, and it wasn’t our wishing to conduct ourselves in the expected louche behaviour of Bentley chappies when we avoided any impression of travelling in convoy. Michael had heard of a confrontation during a Bentley Tour when an overseas competitor was pulled over by the police and charged with travelling in convoy and holding up traffic. After arguing futilely for half an hour that, yes, he was behind another Bentley, but they were only waiting for an opportunity to pass the non-Bentley that was holding them up, our hero finally closed the discussion by challenging the policeman to issue an infringement ticket, which would be vigorously fought in court with the result that the policeman would end up looking very foolish. Seriously, though, our cars are conspicuous, and we must be careful in our conduct, to not cause offence to anyone.

Highway 1 near Waitati, continuing on the Motorway into Dunedin, to be met by Michael and Gil Hormann in their "big bore small boot" Mark VI and we were hosted to a picnic lunch at their home at Green Island. As we passed the Dunedin Railway Station the car windows were immediately rolled down to let in the nostalgic aroma of steam engines.

The rain started to threaten as we hugged the coastline again, past Brighton and Taeri Mouth, but the dust was laid once the road became gravel before coming out again onto the main highway at Milton. It was nice to have Michael and Gil with us most of the way to Balclutha, and to be able to marvel anew at how "right" the team at Crewe got the Mark VI design 60 years ago.

Balclutha is a licensing trust town, and it shows in the high standard of the construction of the Rosebank Lodge, where we had a comfortable night. An excellent dinner was served at a long table in the dining room, and here we were joined by Joy and Eddie Riddle from Dunedin, and Maire and Merrick Carruthers from Clinton.

Sunday was bleak, surely an appropriately Old Scots word, but our cars were comfortable, and we headed along the north bank of the Clutha River to Tuapeka Mouth, where Merrick had arranged for special crossings on the unique ferry, normally closed on Sundays. He took us on some glorious roads, with detours to vantage points to appreciate how much of South Otago we still have to see, perhaps next year, and again we had a picnic lunch, this time at Park Hill, where the sun started to shine. Here Kris McVicar decided that our windscreens should reflect that shine, and cleaned them all for us.

By the time we reached Alexandra and the main road, by way of Moa Flat, Dunrobin and Ettrick, the weather was bright, and the S3 crew found another excellent

café to avoid any hint of a convoy. Cromwell was our final night's stop, and I won't say much about The Golden Gate Lodge apart from praising their generosity in handing out vouchers for the first drink as compensation for various shortcomings. There was a Chevrolet Convention also being held there, with all the apparently obligatory accoutrements of the Old West.

There was a light frost on Labour Monday morning, and Michael and I wandered around the Old Town wishing that we had worn another layer or two, and watched the stall-holders prepare for a fair later that morning.

During the weekend there had been some swapping of car loads, although young Andrew McIlroy was always first aboard the 1922 Ghost, and did not show any sign of being able to be prised from his seat behind the rear Auster screen. I was lucky to be offered a ride in the Ghost, and what a wonderful experience that was! An earlier, 1912, engine is fitted, this having been for some time in a packing case at the British High Commission in Nairobi, after a Works recondition in 1929, when aluminium pistons replaced the original cast iron material. Bruce explained that a 40% power increase took place between the initial design 100 years ago and 1922, by attention to intake passages, valve size and timing, but the way the car in its effectively detuned state stormed over the Lindis Pass made me appreciate just what a giant step the Company took in 1906. There cannot be many of that engine's contemporaries able to propel a car at an easy cruising speed of 95 k.p.h. Thanks Bruce!

In no time we reached the lookout spot at Lake Pukaki for our picnic lunch, and it was time to say goodbye to the Club members whose paths diverged there. It had been a grand weekend and many thanks to Henry and Joy Green, and Maire and Merrick Carruthers for arranging it.

Southern Region Report (Continued from page 8)

SOUTHERN REGION CONCOURS AND A.G.M.

This year we had a change of venue from the Russley, to the Commodore Motor Inn, the venue for our very successful National AGM at Easter. The 5th of November is at the start of a very busy period for us all, and conflicting motoring events, together with the stand-down period of three years for Concours d'Elegance winners, probably contributed to only two cars being presented. They were Chris and Esther Skellerup's Silver Cloud, and Henry and Joy Green's Silver Spirit, and since I so enjoy originality I would not like to have to choose between these two impeccable cars of 25 years' age differential. Viscount Cobham imported two identical black Clouds, and one of the two was the first car to cross the Auckland Harbour Bridge, after which it (the car, not the bridge) was sold to Chris's late father. The first owner of the Spirit was Sir Frank Renouf, and the gorgeous interior is unusual in that it has navy blue leather with red carpet.

The judges decided that the Silver Spirit won the Eric Ratcliffe Challenge Trophy, and then it was time for refreshments on the way in to our Southern Region A.G.M. Gene Eyre, our Chair, has recently had a serious operation, and has asked to be replaced as she continues her recovery, while continuing as Southern Region Delegate to the National Executive. Gene's retirement was reluctantly accepted, and she was presented with gifts of appreciation from us all. Barry Clark has agreed to assume the Chairman's role, and the Regional Committee has stood for re-election, with the exception of Eric Ratcliffe and Martin Green, and we welcome our new Committee member, Kris McVicar.

Rod Newport kindly attended our AGM last year and seemed to enjoy himself, and it was nice to welcome he and Doris this year.

Last year the AGM unanimously agreed to press forward with Incorporation as a separate entity, still with links with the New Zealand Rolls-Royce & Bentley Club Inc.,



Stephen Fowler and Alastair Scott look slightly anxious as their Shadows cross the Clutha River at Tuapeka. Dave Spalding's photograph

with a new and much simpler Constitution. A great deal of work has been going on during the year, mostly by Alan Shaw and Dave Spalding. One of the aims of this new structure is to eliminate the protracted and very expensive conference calls that the National Executive Meetings entail. As an ex-officio member of that organisation, I must observe that if it were not for the rather forcefully expressed opposition to the new Constitution proposal from some members of Central and Northern Regions, we would have nothing but routine reports to discuss during our telephone conferences, and logic would lead me to the conclusion that without the focus of the re-organisation there would be none of the cumbersome and expensive processes which the new proposals were designed to eliminate. So now we have a chicken and egg conundrum, while the Southern Region has decided to proceed with Incorporation, to demonstrate that the new organisation can, and will, work.

After the meeting finished we went in to have our buffet lunch, and then, once a few technological glitches were solved by the classic means of switching it all off, then on again, we were shown the 1953 film *Genevieve* with John Gregson, Dinah Sheridan, Kay Kendall, Kenneth More, and an unforgettable appearance by Joyce Grenfell. Many of us had seen this film a very long time ago, and it was most interesting to see it again on a big screen, where a great deal of the detail which is lost on a television screen comes to life, and we were able to appreciate the conditions prevailing in an England still very much subject to an austere life eight years after the war. Thanks to Dave Spalding for arranging the entertainment, and to Gene and her team for organising the AGM.

ATK



One of the Continental GTs on the Bentley Travelling Roadshow. Edfoto

Northern Region

Northern A.G.M. & Dinner. 19 November

The Northern regional Annual General Meeting was held at Romford's reception rooms which are housed in the former Tamaki Yacht Club building on Auckland's waterfront. It is a great venue for functions like this and would comfortably hold around eighty to one hundred people although we did not feel out of place with forty or so members attending.

Bentley Auckland very generously supplied all the wine for the evening and a few drinks before the official meeting gave us time to renew acquaintance with those members who attend events only infrequently.

The meeting was run with the usual efficiency of our committee and Rod Newport, our new chairman gave us a comprehensive summary of the year's events. He also summarised very briefly, the decision of the Southern region to cede from regional status and form an incorporated branch. It seems that the northern committee has had the proposals for several days before the meeting but did not distribute the proposal in time for Northern members to consider it. Perhaps they thought that the Northern region would have no interest in one third of our club taking this rather drastic step. Perhaps they thought the members would not understand the ramifications of the move. A motion asking the committee to circulate the proposal to all our members was passed unanimously and this should be to hand by the time this report goes to press.

After the official part of the evening, we were entertained by a very enjoyable group of musicians who played at a volume which encouraged conversation rather than defeating it. What a pleasure. Thanks to Dick Neil for organising this group. A little birdie tells me Dick was a member of this ensemble in times past. Well done Dick!
Richard Hadfield

Central Region

The year is tailing down and our activities over the past couple of months have mirrored that.

Bentley Travelling Road Show

This is not, of course, a club event but nevertheless of note for members. Unfortunately time got away on your correspondent and this opportunity escaped him leaving only memories of new and nearly new Bentleys at the National AGM in Christchurch.

Visit to the Lloyd residence

Roger and Cathy always entertain well and this was no exception. Some were clearly discouraged by the weather but those of us who attended spent a very convivial few hours enjoying Roger's memorabilia and the company of each other. So much in fact that although China featured in the conversations I am sure there is much more for Roger and Cathy to tell on a future occasion. I am sure we all look forward very much to hearing more about the trip to China when Roger and Cathy are prepared to extend a further invitation.

Central Region AGM Sunday 29 October

This meeting was held at the Vintage Car Club rooms, Halford Place, Petone. Unfortunately the weather was foul and the attendance was correspondingly small. However, on the bright side all the essential people turned up and we have been able to form a complete committee. The incoming committee comprises:

Chairman	Elliott Snelling
Secretary / Treasurer:	Martin Taylor
Delegate to	
National Executive:	Merv Warner
Committee:	Roy Tilley
	Colin Trowbridge
	Carol Snelling

Merry Christmas, a Happy New Year and safe motoring to everyone.

Bentley Travelling Road Show

To celebrate the 60th anniversary of Bentley production at Crewe, Bentley Motors have produced the Bentley Continental GT Diamond Series, and this new car toured New Zealand during September and October. A very large ex-Formula One transporter had room for the 2003 Le Mans winning Bentley Eight, two Continental GTs, and a Flying Spur.

For the Christchurch event, the transporter had to be driven by way of Nelson and the Lewis Pass, for the road tunnels between Kaikoura and Christchurch are too small for it. Despite bad weather, which had disrupted Cook Strait ferry crossings yet again, the Bentleys arrived to be displayed at the Christchurch Art Gallery for a cocktail party on 5 October, and through the kindnesses of Bentley Christchurch and Bruce McIlroy Ltd I was invited to attend. Beside the transporter in the Art Gallery grounds Bruce had arranged for two Bentleys to be present; the black and green 1934 Thrupp & Maberly 3 ½ litre saloon which the editor covets and an utterly correct, all numbers matching, Van den Plas bodied 3 litre tourer in very dark navy blue and black. This car is a relatively new arrival in New Zealand, and is a late 3 litre, with the wire mesh radiator stone guard. The cars from two pre-Crewe phases of the Bentley Company's past demonstrated very well the line that the cars from Crewe inherited, and the mutually exclusive relationship that the "W.O." cars had with the "Rolls Bentley" could also be sensed in the complete lack of reference to Rolls-Royce during the evening.

The wind seemed to be blowing over an ice berg moored in the Canterbury Bight, so your reporter did not linger around the older Bentleys long enough to gather chassis numbers, and succumbed

to a tall glass of healing fluid. There were several familiar faces present, and our little group spent a great deal of time examining the new Bentleys. I may be wrong, but I think that our Club members displayed more interest in the cars than did the rest of the cocktail party guests. A very keen photographer was on hand, and I wonder whether the images were able to capture the blasé expression we hoped to convey, or an unseemly drooling attitude.

The Continental GTs present were finished in vivid hues, one scarlet and the other Moroccan blue, while the Flying Spur looked marvellous in black, and the racing Bentley was of course in an interpretation of British Racing Green. Even in the rarefied atmosphere of the Christchurch Art Gallery dust had managed somehow to land on the Flying Spur, reminding me that a black car is almost worth the ten minutes of pleasure it gives when clean. The Flying Spur is a bit of a big gel when viewed from the rear, and the rear quarter panel, if it were painted in yellow, would surely be reminiscent of the Ford Crown Victoria taxis of New York.

Organisation was very low in key, with a short introduction by a Bentley Motors representative whose polo shirt, jacket and baseball cap (!) no doubt were designed to convey the current racing image of Bentley Motors. Perhaps our attire was more suited to an earlier era, when racing drivers wore collar and tie beneath their white overalls.

Attentive waitresses served excellent finger food, and this inspired one of our members to enquire from each waitress as to her culinary skills, as part of a service to a by now very pink Club member who happens to be single. Display cases demonstrated the bespoke nature of Bentley and Mulliner

and the tactile experience of the lamb's wool floor covering was irresistible. Very dark wood veneer finishes seem to predominate, and I would definitely order one of the lighter walnut options.

DRIVING IMPRESSIONS

Driving days were arranged for Sunday and Monday 8 and 9 October, split into morning and afternoon sessions. The starting venue was Clearwater Resort, and on Monday morning we were to drive to French Farm Vineyard on Akaroa Harbour, returning to Clearwater for lunch. The weather was still bad during the weekend, and rain threatened on Monday morning. The racing Bentley Eight was manhandled out of its cocoon in the transporter, ready to be put away if rain came. A vital component has been removed, so that the 2003 Le Mans winner is not able to run under its own steam.

My co-driver and I were allocated the Christchurch "Works demonstrator", Continental GT in Cypress with about 12,000 kilometres of running in completed. It was decided, and not by me, that I should drive the first portion, through the morning traffic, so I tried to not do anything silly. Well, I suppose that I had already done something silly in setting off without a study of the owner's handbook, but the Continental GT is incredibly refined and tractable once "D" is engaged. We were told that the weight is almost 3 tonnes, but there was no impression of bulk or excessive width, and the only disconcerting feature was the electronic beeping that I presume was the car's concern at being close to other traffic at stops.

The Old Tai Tapu Road is a particularly nice road, more or less on our route to French Farm, rather narrow, winding, but not the place to meet another Bentley being pressed. We swapped drivers part of the way along

that road, and once we joined the main Akaroa Highway we started to become more accustomed to the available 557 h.p. On that road there are many corners posted for speeds as low as 35 k.p.h., and the hardest feature to come to terms with was the car's utter competence, in that there was no need to slacken speed from the legal speed limit. I am told by a driver experienced enough with the Bentley Continental GT to know where to find the cruise control (a close study of the beautiful leather bound driver's handbook would be needed to approach competency) that he set the cruise control to 100 k.p.h. just after he had passed two high performance cars at the start of the Lindis Pass. The Bentley took every corner and gradient at that speed, and our informant sat at the side of the road once off the windy bits for ten minutes to let the other cars catch up.

We were probably fortunate in our choice of days, for on Sundays Akaroa is a very popular destination for those drivers for whom 100 k.p.h. is an unachievable goal. There were several of these mobile chicanes to be disposed of, presumably left over from Sunday, and we could see that a white Telecom van had the same idea as we had. Having lived in Auckland, I feel that I know a thing or two about white vans, and their propensity for sitting in front of you while you wish they at least had a mural or a chapter or two of something worth reading painted on the rear doors to while away the hours. Not this Telecom chappie....he kept up with us around every corner and up every straight, and was obviously going to be able to dine out on the story that his white van was as fast as a Bentley Continental GT.

The weather had by now decided that it would be clear and sunny, and Banks Peninsula looked green and superb in the aftermath of a wet winter, with snow still sitting on the higher bits.

Bentley Travelling Road Show (Cont. from Page 13)

The brightness, the strength of the shadows, and the reflections in the sharply raked windscreen caused the driver some concern once we were on the Akaroa hill road, so the passenger's enhanced view of the road ahead was essential in ensuring that we did not put the car or ourselves in any danger when overtaking.

The exhaust note from the W12 engine, in effect three banks of 2-litre four-cylinder blocks on a common crankshaft, was quite different from the 6s and V8s we are used to, and became a glorious snarl as the revs rose. It was certainly worthwhile having the windows open, and the co-driver, less busy than the driver, noticed 6,200 r.p.m. in one of the lower gears of the six available while on the Akaroa hill road.

The right hand turn to French Farm at Barry's Bay came too soon for the driver, and we went as far as Takamatua, almost to Akaroa town, before he was ready to manoeuvre the several point turn to head back to French Farm Vineyard, where the rest of the Bentley party awaited us. A coffee accompanied by a piece of excellent carrot cake restored the tissues. The vineyard sits in a sheltered and sunny spot, but it was soon time to change

drivers and leave that warmth for the drive back to Clearwater.

The relief driver decided that the manual option of the Tiptronic gearbox should be used for the Akaroa hill, but 3rd gear seemed to suffice for all the speed and power we needed to climb to Hilltop and have ample speed in reserve to pass when the opportunities came. Once again we were last home, having stopped off to show the car to mum, and the Bentley people were champing to get the cars refuelled for the afternoon drivers' session. We had managed to programme the computer to tell us that we were achieving 15.7 miles a gallon, at least until we tackled the hills, and had also tuned the radio to bring in Concert FM, although Banks Peninsula defeated the radio reception from Christchurch and we didn't manage to find the Akaroa frequency.

It was all marvellous fun, and yes, we would like one please, but one with an interior with more recognisable wood to go with the impeccable two-tone leather door and seat panels.

Many thanks are due to Bentley Motors for the opportunity to make the cars' acquaintance, to Bruce McIlroy Ltd for facilitating the invitation, and to Archibalds for their hospitality.

ATK



The transporter that carried the Bentley Travelling Roadshow. Edfoto

Eddie Riddle's Technical Articles

For those of us who resort to Stanley's and Ollie's Tie-Twirling and Finger-Wiggling when confronted by a technical problem in our cars, Eddie Riddle's articles can be a great help.

Written from a practical point of view, 12,000 miles from Derby and Crewe, and up to 80 years from manufacturing date, they are a precious resource which Eddie has offered to share with us.

A list of the articles to be published in this magazine follows. If any of these are of immediate interest, copies of the text, drawings, and photographs can be provided by Eddie at edjoyr@xtra.co.nz or the editor at the.king@xtra.co.nz

- Veneering Woodwork
- Veneering Dashboards
- Universal Joints
- Switch repairs
- SU Carburettors
- Steering problems
- Stainless steel mufflers
- Speedo gearboxes
- Special hinges for the 20/25
- Shock absorbers
- Shackle pins, bushes for 20/25
- Servicing "J" Series Laycock overdrives
- Running boards strips
- Ride control shock absorbers
- Replacement bearings for gearbox
- Repairing window winders and interior door handles
- Repairing steering wheels
- Rear shackle mounts
- Radiator shutters
- Rolls-Royce brake settings
- Mounting the overdrive switch
- Modifying windscreen wipers on a 20/25
- Masking Everflex
- Fuel gauges
- Front shock absorber links
- Fitting an Overdrive to early Rolls-Royce transmissions
- Filling the carburettor when the Autovac is empty
- Dynamic crankshaft balancers
- Dismantling the differential head
- Charging systems
- Brake shafts
- Autovac restoration
- Additional SU fuel pump

*Southern Region
Concours d'Elegance
5 November
Eddie Riddle judges
the winning Silver
Spirit*





Stephen Fowler and Alastair Scott look happy to be on dry land after



at the Clutha River crossing at Tuapeka. Dave Spalding's photograph

Shadow Advice by Roy Tilley

The Classic Cars magazine team is currently putting together a big feature on the Rolls-Royce Silver Shadow/Bentley T series cars.

I am compiling the buying/ownership section, and am looking for a bit of expert input into this. Nothing to take up too much of your time – I'm sure it will all roll right off the tongue/keyboard – but I would greatly appreciate any advice you can offer in respect of any or all of the following questions.

Russ Smith, Classic Cars (0044) 7703 018166 (0044) 1778 423132 [two plus two@yahoo.co.uk](mailto:two@yahoo.co.uk)

1. What are the main points to consider if you want to buy one?

Take your time. (Just like choosing a wife or husband, and the ongoing costs are much the same!). Join the club (RREC, RROC (USA), RROC Australia, NZRR&BC) first, go to their meetings, and talk to the people who own and know these cars. The best cars often change hands solely by word of mouth and are never seen in the dealers' yards or in the back pages of the magazines. Also as we say on our website, www.nzrrbc.co.nz, club members can often help you find a good car, or at least avoid a bad one.

When you've been in the Club for a year or so, then, and only then, do you go and check out the market when you can negotiate from a position of knowledge and strength.

Check out all the usual points that you would apply to any used car: service history, rust, worn tyres, buy the latest model, buy the best you can afford, allow as much again for restoration and repairs etc.

Remember that you are looking at a car that is at least 26 years old and at worst, 40 years old, so it will show wear in places and will most probably have had a few scrapes or dings. The quality of the repairs will seriously affect the amount of rust that will inevitably arise over the

years. And visible rust really is a tip of an iceberg.

I had a small patch of rust pointed out by a vehicle inspector and was told to get it fixed before the next check. \$8000 later.....

Presumably anyone buying such a car is going to have it much more as a hobby and fun car than as every-day transport (otherwise buy a Mondeo or Astra for the same price) so personal taste will have a bearing. So, pick a colour that you like or at least can live with. Repainting in a different colour will cost a fortune and will never be as good as the original. Unless you do a full strip out and bare metal repaint, there will always be bits of the old colour peeking out from somewhere.

Also, no matter how much you may think you know about them, always get a professional assessment from someone that you trust, and that you know to be familiar with them. I've owned my Shadow for 20 years and am still learning.

Always note the chassis number (on a plate on the passenger's side of the engine compartment) of a car you like the look of. The chassis number can date the car within a few months, and if you want to spend £40 - 50 you can get copies of the actual factory construction records of your car from the RREC.

2. How cheaply can you risk buying one of these cars?

Basing this answer solely on the New Zealand market and assuming an exchange rate of \$NZ3 = £1, I would be very cautious about anything below \$18000 / £6000. You could spend as much again getting it up to a reasonable standard.

3. What sort of problems that commonly occur in running one, what are the costs involved, and can these problems be avoided?

Apart from body shell repairs mentioned

above, repairs to interior trim and the leather upholstery can be very expensive. Creased leather is acceptable as it can be recoloured and reconditioned quite easily. Repairing split leather to RR standards is in National Debt territory.

The electrical system is complex but thankfully free of computers, so given the wiring diagrams (a 2" thick lever arch file full) and a bit of experience, a competent auto-electrician can generally sort out most problems.

The hydraulic system (brakes and self-levelling suspension) is very complex and requires specific equipment to service and repair. A full hydraulic system overhaul on its own can cost around \$NZ3000 / £1000 provided you don't find anything else nasty that has to be fixed first.

I helped in a Shadow 1 hydraulic overhaul recently where we found the cause of the problem was very bad wear on the camshaft, so the pumps didn't operate fully. Repairs to the camshaft require the radiator and the transmission to be removed first. The whole job cost \$15000 / £5000. The following check should be carried out on any Shadow or later RR/B.

1. Operate the warning light test button on the instrument panel and see that all the lights are working, particularly the 2 (before 1973) or 3 (1973 on) red brake system lights. It's not unknown for the bulbs to be removed so you don't know that your brakes are faulty!!!

2. Run the engine till all these brake system warning lights go out.

3. Stop the engine.

4. Turn on the ignition but without running the engine.

5. Operate the foot brake, and pump it, counting the number of applications before each brake warning light comes on.

What you are doing here, is checking the reserve of braking power that is available without the engine running.

After a full overhaul expect close to

100 applications. 40 or more applications is quite good, 15 - 20 is acceptable, short term. A score under 10 is a potential disaster.

I tested a car once where the brake warning lights came on immediately I pressed the pedal. The owner wouldn't believe me when I said that that the only braking he had was when the engine was running so I parked on a gentle and quiet slope, turned off the engine, released the brakes, the car started rolling. I applied the brakes, and it just carried on till we got to the bottom of the slope!!
Don't try this at home.....

And don't rely on the hand brake on a Shadow. It's only a parking brake and notoriously feeble at that, even when new. So always use both the hand brake and the Park position on the transmission.

Engines can be noisy when starting as the hydraulic tappets fill with oil, and as the brake pumps build up pressure, but after a few minutes, peace and quiet should be the order of the day. However these Rolls-Royce V8s were never as quiet as their 6-cylinder predecessors. Engine rattles after five minutes running should be a source of concern.

4. They were built for a long time, so are early or late cars a better bet, and if so why?

Technically the Shadow II (1977-1980) is superior because of rack and pinion steering, improved suspension, automatic air conditioning etc. but some people prefer the appearance of the Shadow 1 with chrome bumpers instead of black plastic. Note however that US market Shadow 1s had the black plastic bumpers virtually from the outset (1965).

Also whilst the handling of the Shadow II is firmer than the Shadow I, the latter's suspension can be up-rated relatively easily (heavier anti-roll bars, stiffer springs and dampers, radial tyres at 35 psi all round) and once you're used to it, the remaining difference doesn't really matter for ordinary motoring.

Shadow IIs have an unusual

Shadow Advice (Cont. from Page 19)

arrangement for their power-assisted rack and pinion steering which can result in a much shorter life for their seals, and no MOT inspector likes leaking PAS.

Shadow I front suspension geometry was upgraded in mid 1972, from chassis number 13485, so a late Shadow 1 is probably the best compromise especially if you upgrade the springs, tyres and anti-roll bars.

5. Similarly, do any versions or specifications command more money than others, or are they simply too bespoke for such generalisations to apply?

See above comments, but the coach-built two-door drop-heads and hard-tops (Corniche) are about twice the price of standard four door saloons, also the Camargue (mechanically virtually the same as the Shadow) even more so.

Long wheel-base Shadow Is and the Silver Wraith II are identical to the Shadow Is and IIs respectively, except for 4 inches more leg room in the rear seat and correspondingly wider rear doors. Some of these cars may have a glass

division fitted between the front and rear seats. Long wheel-base cars would be preferable, but not essential, if you're getting into the private hire business.

Very early Shadows, up to chassis number 4482 (1968) had a 4-speed GM auto transmission. All later cars had the well-known 3-speed GM Turbo 400 box. This is far smoother than the 4-speed and because so many were built, not just for Rolls-Royce, but for thousands (millions?) of other vehicles, they are well known by all transmission shops and are relatively cheap and easy to service. It's one of the best auto boxes ever built to my mind.

6. How much should an owner allow for annual servicing and maintenance?

It depends upon his ability, experience and facilities available, so anywhere between £1000 and £5000. There are two classes of RR/B owner: those with spanners and those with wallets. I am a spanner man.

Regards,
Roy Tilley.



A fine example of a Shadow II owned by Stephen Fowler Edfoto

Letter to the Editor

Thanks for the magazines, Tom. I was particularly impressed with the photo on the cover of issue number 06-4. I'm trying hard to resist the temptation to make a comment about the enhancing effects of a bit of cold on women's.....

Ann and I called in to the local Bentley agency when we were in Moscow recently. We also visited their service department in a leafy suburban side street and were amazed to find a very small workshop with very little off-street parking leaving about 40-50 Bentleys parked on the street and verges in the usual haphazard Russian manner. There were both new cars yet to be pre-delivered and customers' cars some of which were obviously awaiting some major body parts to repair crash damage. There was a pair of security guards strolling about taking a professional interest in a couple of harmless kiwis wandering about taking photos and, presumably, anyone else posing a serious threat. This outfit also handles Ferrari, Maserati and Harley-Davidson so there was a smattering of them as well. I never realised before how lucky I am to have a service agent with off-street parking who doesn't find it necessary to employ security guards (and, presumably, charge me extra

for the privilege). Armed? Dunno, we didn't p... them off enough to find out – but I'd be surprised if they weren't. The oldest Bentley there would have been a BMW powered Arnage, the oldest car a Ferrari Mondial.

I picked up one of their number plate surrounds so I'll be putting that on the Pearl Red '93 Turbo-R that we'll be bringing home, probably this time next year.

Rolls-Royce is also represented in Moscow. They have a showroom in the Museum of Russian Heritage next to the Kremlin at No1 Red Square. I expect that it's open by appointment (we didn't have one) but we found the place locked up tight as the proverbial drum. I have it on good authority that anyone lucky enough to gain entry will find Lenin's Silver Ghost and a current Phantom. It doesn't take a genius to guess that we saw more Bentleys on the roads of Moscow than Rolls-Royces. Just one Bentley would have been enough to win that one.

Our plans before we leave UK include both Rolls-Royce historical and SZ-series tech seminars at the RREC HQ at The Hunt House and factory visits to both Crewe and Goodwood plus as many RREC and BDC events as we can fit in. See you all soon.

Malcolm Graham



Patrick Brontë and his Nga Toa Project Veterans. See article on Page 22.

Raymond Mays and the Derby Bentleys



The illustration above comes from the programme for the 1977 Riley Coventry Rally, where Raymond Mays was Guest of Honour, together with Bob and Joan Gerard, and I was fortunate enough to “bag” his autograph. The late Peter Hull wrote a marvellous book *Racing an Historic Car* (Motor Racing Publications, 1960) about amateurs racing old cars, and until I eventually obtained a copy I used to borrow the Christchurch Public Library’s copy every year or so. This book led to an interest in the cars Peter and his friends raced, and the circumstances of their manufacture. The E.R.A. car featured prominently, and since then any reference to E.R.A.s and Raymond Mays have been devoured.

Following the excerpts from Raymond Mays’s book *Split Seconds* in 06-3, John Ferguson and Bruce McIlroy have been in touch regarding the pre-war Bentleys that Mays owned. They have discovered that the pre-war cars Mays owned were:

- B125DG, engine R3BL, registered number BUV 932 delivered 19 March 1935
- B24GA, engine Z2BH, registered number CLM975 delivered 23 March 1936
- B144LS, engine F9BH, registered number ELC327 delivered 15 February 1938
- B156MR, engine D3BL, registration FLK 964, delivered 25 April 1939.

He also had the loan of a Trials car B119JY engine E8BG, registration DXM222 delivered 8 April 1937.

Also of interest is one of the illustrations in *Split Seconds*, showing wartime regulation blanked headlamps on FYH539 and three Rovers (another marque to which Mays was faithful). This was a Mark V, chassis B20AW, engine B7BP, and although Mays’s caption does not mention ownership, this car was delivered in April 1940 to Sir Arthur Sidgreaves on behalf of Rolls-Royce Ltd. Roy Tilley has kindly sorted out the chassis numbers and registrations from Stanley Sedgwick’s book *All the Pre-War Bentleys – As New*. (Bentley Drivers’ Club 1976)

All the cars were Park Ward saloons, and they all bore his trademark black coachwork with plated wheels. Presumably the interiors were light blue-grey, echoing the E.R.A.s Raymond Mays drove, and his usual garb including Cambridge blue tie.

Raymond Mays was born in 1900, into a prosperous East Anglian family of wool brokers. His father had competed in local motoring events in his Napiers and Vauxhalls, and took his son to Brooklands in 1914, where he instantly became a motor sport enthusiast. Mays seems to have successfully juggled military service at the end of the Great War, Cambridge studies, working in the wool business, and racing a succession of cars which he and his friends tuned far beyond the cars’ expectations. These included sports Hillman, two Brescia Bugattis, a low chassis Invicta, and an AC. The Tourist Trophy Vauxhall of 1922 was supercharged to great effect by his friend Amherst Villiers, and this supercharging led to the modified 6-cylinder racing car “The White Riley” and the E.R.A.s which were developed from it. Other interests included skiing, ball-room dancing, and the theatre; he attended eighty performances of *The Maid of the Mountains*. He died in 1979.

Mays’s desire to compete in British cars, together with his skill in negotiating sponsorship and special deals for his efforts,

led eventually to his formation of English Racing Automobiles, and also the ambitious BRM project after the Second World War. Excerpts from *Split Seconds* concerning the Derby Bentleys that he owned follow:

“As we had planned a busy Continental racing season I particularly wished to have a really first-class car for personal transport: travelling to and from distant parts of Europe would take up too much of my time and it was essential to have a quiet, comfortable machine that could always be relied upon to keep going at high speeds under all conditions. I realised, too, that most of the Continental circuits would take much learning, and as we were in no position to set aside one or more E.R.A.s specifically for practising I foresaw the need for acquiring a fast passenger car which would stand up to this gruelling work. Rolls-Royce had recently introduced the new Bentley, made and designed at the famous Derby works, and, knowing the peerless craftsmanship put into all Rolls-Royce products, I thought that here would be the ideal car for my purpose. How to obtain one was another matter, but after talks with the late A.F. Sidgreaves (later Sir Arthur Sidgreaves), the managing director, to whom I explained why I wanted a Bentley, and for what purposes it would be used, I obtained generous terms for the purchase of a 3½-litre saloon....

“Owing to pressure of work in connection with E.R.A. Ltd and T.W. Mays & Sons Ltd, I left Bourne, accompanied by Peter Berthon, with the scantiest possible time margin for catching the Isle of Man boat at Liverpool. On occasions like this the Bentley was indispensable. What a boon it is to have a car that you can always rely upon to take you from place to place with complete reliability, in the quickest possible time, safely and in silence....

“Our next event was a very important one indeed – the Eifel races on the Nurburg Ring, in Germany... We arrived at the famous Ring late on the Sunday evening, seven days in advance of the race date, but as we had little enough time in which to memorise the circuit during official practice sessions I took

the Bentley out that very evening, with Peter and Paul Berthon as passengers. Our first impression was of the marvellous views from every part of the course. In the fading light, the forest-cloaked Eifel Mountains stood out in awe-inspiring manner. Darkness came before we had time to learn much about the circuit, but we did complete a couple of laps behind the Bentley’s blazing head-lamps and twin spot-lights. That night I went to bed wondering if I should ever learn that bewilderingly intricate circuit...

“At dawn we were awakened by echoing war songs as the local Hitler Youth battalion set forth into the forest with axes and spades. This happened every morning about 4 a.m.! On the Monday and on the days that followed, before official practice began, I almost lived on the circuit with the Bentley... To learn the Ring “backwards” in a week was impossible, but I kept the Bentley on the go all the available time to learn as much as I could...

“On the whole circuit, nearly 14 miles in length, there is only one straight of any length. This in actual fact is divided into two parts by a hump-backed bridge, over which it is necessary to ease momentarily. The second portion is rather deceptively uphill, and I was told that Auto-Union and Mercedes claimed 180 m.p.h. up this stretch. Finally there are two other short straights, which pass the front and back of the pits, joined by a banked loop. From highest to lowest the elevation of this truly remarkable circuit varies over a range of somewhere near 2,000 feet. For days on end we went round and round, the invaluable Bentley never protesting at being driven flat out for most of the time...

“The Bremgarten circuit, near Berne, was reputed to be one of the finest road courses in the world. A week before the event the cars and their spares were once more loaded in the Bedford vans for transit across the water, and at the last moment Peter and I set off in the black Bentley saloon. At this time the wool business was, I am afraid, being somewhat neglected, due to the increasing demands made on my time by racing, practising and the affairs of E.R.A. Ltd. However, I tried to do

all I could in the limited time available, and with the Bentley on call it was possible to delay our departures from Bourne until the last moment, yet still feel sure of arriving at destination quickly and safely...

"Previous to official practice I used the Bentley to accustom myself to the circuit, and for many laps it was driven flat out, using maximum braking and maximum acceleration through the gears; as always, the car took this treatment without protest...

"We were due to leave the beautiful city of Berne, with its many-coloured lights and signs, the following day, for the National Hill-climb of Germany, at Freiberg... At the crack of dawn we set off from Berne and climbed thousands of feet in the shadow of that grand mountain, the Finsteraarhorn, 14,000 feet high. Here we watched the sun rise over the Alps, and Peter, an ardent Leica photographer, took many pictures of the black Bentley against the mountain background

"I was most anxious to inspect the spot chosen for the Grosser Bergpreis von Deutschland, and within an hour of our arrival at Freiburg the Bentley was on a tour of inspection, with Peter, Ken Richardson, and me aboard... Many times I took the Bentley up and down this fantastic climb, but it soon became clear that it would take a long time to learn the intricate 2,440 feet climb, with its one hundred and forty corners"

In December 1950 *Motor Sport* Raymond Mays wrote "I think I have derived more happiness from driving Bentley cars made by Rolls-Royce, than from any other experience in life; the word happiness is deliberately chosen – 'pleasure' wouldn't do justice to the emotion. The modern Bentley is a work of art with unsurpassed utilitarian qualities. It has a sophistication that not even the cleverest counterfeiter could hope to simulate."

In *Bentley – the 1938/1939 Overdrive Cars* Mays is again quoted: "There was a fascination about the overdrive model which tempts one to speculate upon the effect that such transmission would have on the behaviour of the Mark VI. Personally, with full realisation of my own responsibility if the worst should befall – which it never did – I flatly disregarded the warning issued to owners of Bentleys through the medium of

their advertisements before the war, and prior to the overdrive models, to the effect that full throttle should not be continuously used on the Continent's die-straight *autobahnen* and *autostrade*. In the overdrive car on such highways we habitually maintained cruising speeds nearer the century than ninety, while with the normal transmission we would hold eighty-fives and nineties (indicated) for just as long as the road kept going straight.

"Such treatment never induced the smallest trace of roughness; never once did an engine "run a fever" or continue to rotate without benefit of electricity after being switched off. The great accuracy of Rolls-Royce fitting standards was reflected in an incomparable absence of friction throughout the chassis, this in turn paying dividends in terms of m.p.g.

"For example – and here I am quoting a carefully kept log, not just speaking from memory – the overdrive job gave 16 m.p.g. when cruised at upwards of eighty and turned 20 m.p.g. when handled more leniently. Considering that this car, in common with all the others, made no concessions to aerodynamic form, real or suppositious, one cannot help pondering on the relative values of, on the one hand, optimum friction banishment, and, on the other, wind-cheating body treatment. I'll take the former – and stay on speaking terms with rear-seat passengers who like to wear hats!"



John King's photograph taken during the BDC Tour last year shows FLL88, Chassis B197LE, which as you can see was a Thrupp & Maberly saloon, delivered January 1939 to L. Yeowell.

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WANTED TO PURCHASE: Bentley R-Type, Mark VI, Derby, or similar Rolls-Royce. Please phone (09) 376 0655 or 021 722 009. Graham Gould (New Member)

FOR SALE: 1937 Rolls-Royce 25/30, Lady Jane, recent (2004) makeover. Mulliner razor-edge sports saloon coachwork and interior woodwork in very good condition. Good runner. Interested parties please contact Peter Morelli (09) 575 9351 or MOB 021 676 278.

FOR SALE: NZ new 1994 Brooklands, 30,000 km. Dark burgundy exterior/tan interior. I have become careless and bought a later model that I couldn't refuse, so regretfully this Bentley becomes a little surplus. Colgray have inspected the vehicle and can comment if and as required. \$65,000. Andrew Guest, cell phone

Wanted to Purchase – back issues of NZ, Australia, UK and USA RR&BC magazines. Phone Philip Eilenberg (Auckland) home: 374-5901, 021-928-041 or e-mail: peilenberg@gfg-group.com

For Sale: 1974 Rolls-Royce Silver Shadow 1, White. Condition rated 7/10, 93,000 miles, registration number VIP01. This lovely lady received a full 'Bruce Mc-Ilroy' service when I purchased it in November 2001, and has done just 5,000 miles since then. 'Lady Di' is reluctantly offered for sale following the closure of our limousine business. Enquiries: Email: pinehill@slingshot.co.nz or phone Kevin on 035781219 or 021 587 801 \$25,000.00 (with personalised plate)

For Sale: 1968 Silver Shadow, good all round condition, \$14,500.00 o.n.o. 'Ph. Dave 09 473 1621.

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