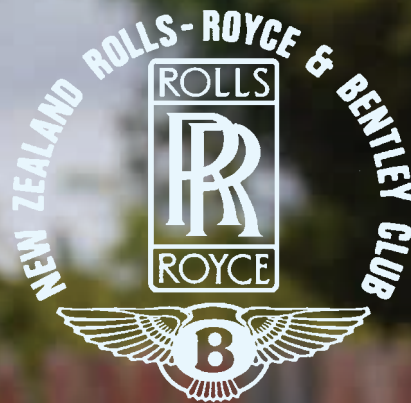
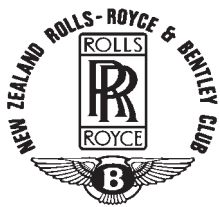


New Zealand Rolls-Royce & Bentley Club Inc

Issue 17-6 2017

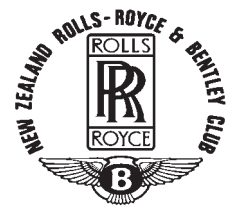




NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC)

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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)
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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

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Classified advertisements pertaining to Rolls-Royce and Bentley are free to Financial Members who do not deal regularly in cars or services. Advertisements may 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

“East, West, Home’s Best” runs a well-known rhyme, and here we are, back where orange cones, traffic restrictions, and oil companies’ profit margins rule.

The prevailing price of \$2:14.9 cents for 91 octane petrol applies down here as I write, which is about the price charged in Britain and Italy. There was a hint that an enquiry by the Commerce Commission would examine profit margins, but, after a perhaps coincidental brief fall in price, the usual pre-election flurry prevailed, and the petrol price started an apparently inexorable rise. To see petrol price 40 cents a litre lower in the North Island is enough to give a chap pause to think malevolent thoughts.

After two months overseas, we had thirty-six hours at home before driving north to take part in the First Light 10th Anniversary Rally, and the various reports of this event will take up the bulk of this issue.

For over a year we anticipated this event, and we must congratulate the organising committee; Lois Hadfield, Peter Morelli, Simon Longuet-Higgins, Dick Neill and Glynn Williams, as well as those who supported them on the home front.

Another year has flashed by, with a realisation that this magazine is our fifty-fourth in the all-colour A4 format we introduced with the issue of 08-3. That lucky initiative of our then Chairman, Richard Hadfield, coincided with new desktop computer programs of Adobe PageMaker® and InDesign®, which have been refined and, together with the digital printing adopted by our printers H & A Print, have made it possible for our relatively small club to maintain a publication which is starting to attract an international following. We are grateful to our advertisers, our National Executive, our contributors, and our readers.

Our next major event is our Annual General Meeting Weekend, this time organised by the Central Region. It will be held at Wairakei Resort on 28 and 29 April 2018. A Registration Form is included with this copy of the magazine.

We are sorry to learn that Lotte Egarr, our Honorary Life Member, Merv Warner's, partner since the death of Merv's first wife, has died. We wish Merv well.

COVER

Rodney Hutchison photographed the radiator mascot of Peter Morelli's 4½ litre tourer by Cadogan, and, as well as the countryside around Te Puia Springs, he managed to include Lewis Townshend's 3 litre tourer by Park Ward.

NEXT MAGAZINE

Deadline for receipt of all material for Issue 18-1 is 22 January

Probably the First Phantom VIII Cartoon



Klaus-Josef Roßfeldt, Friedensstr. 11, 58239 Schwerte, Germany, Tel./Fax: +49 - (0)2304 - 14436, rossfeldt@rrab.com, www.rrab.com

The historian Klaus-Josef Rossfeldt maintains a fine photograph archive in Germany, and has given us permission to publish his cartoon.

Letter to the Editor

Kia ora Tom,

Thank you for your wonderful email. Taika Waititi the director is from here. His uncle Moana Waititi still teaches at this school. There is a great talent that comes out of our region. The people of Te Whanau a Apanui iwi are very creative and of course National Kapa Haka champions. Yes, Ned Waititi is from the same family.

We would love to see the PDF copy of the magazine when finished. The students thoroughly enjoyed your visit. The teachers took photos of the students however if you would like to send more then please do.

Thank you for coming to visit us. We are normally forgotten and do not get opportunities like the schools in the city. Thank you for your generous koha that you donated to our school.

Kerrin Mato

Club Members' Advertisements



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

FOR SALE: 1990 Bentley Continental Corniche Convertible, Brooklands green, brown mohair hood. Mint condition, full log books. 3 owners 60,000 km Phone Ian Walton 021 022 02362



FOR SALE: 2004 ROLLS ROYCE PHANTOM: I have owned this lovely car since 2011 and very much enjoyed it. Rolls Royce, under new ownership, have certainly not lost any quality, and even Jeremy Clarkson said when he tested one of these that it is the best car in the world. Rather than my listing many of the wonderful features why not give me a call or text, and I can talk to you about them? I can offer a really nice financing package if needed, and could trade a vehicle for Club Members as I would like to see it go to a good home. Call Ian Hoggard (Club member since 1972) 0274752713.



NZ ROLLS-ROYCE & BENTLEY
CLUB

NATIONAL AGM
28/29 APRIL 2018

WAIRAKEI RESORT
LAKE TAUPO

HOSTED BY CENTRAL REGION NZRR&B CLUB INC.

**Opening of the New Bentley Showroom in Auckland
Account and Photographs by Glynn Williams**



The Giltrap Group opened the New Bentley/Aston Martin/Lamborghini Showroom in Great North Road, Auckland. Our club had an invitation to inspect the new premises on Saturday 2 September. It turned out that it was an open invitation to everyone - "bring the whole family including the kids". Despite the showery weather, hundreds turned up. Proper coffee and nibbles were provided. I was most impressed that the kids (old and young) were allowed to sit behind the wheel of Bentleys and Lamborghinis - lots of photos. The smiles on the faces said it all.

The new building is "state of the art", with the cross-bracing in the showroom being a design feature. The floors are tiled, and the new lighting displays the cars to perfection. The ramps between floors are gently curved, so even the lowest car spoiler will not be scraped. The workshop in the basement has a mezzanine floor where you can view the work in progress.

Bentley had all the current models on display and nice to see Peter & Mary Morelli's Blower making an appearance. Thank you Bentley Auckland for an enjoyable visit.



*(Above) The new Bentley Continental V8 Convertible
(Below) Peter Morelli and his Supercharged 4½ litre tourer,
chassis XT6362.*



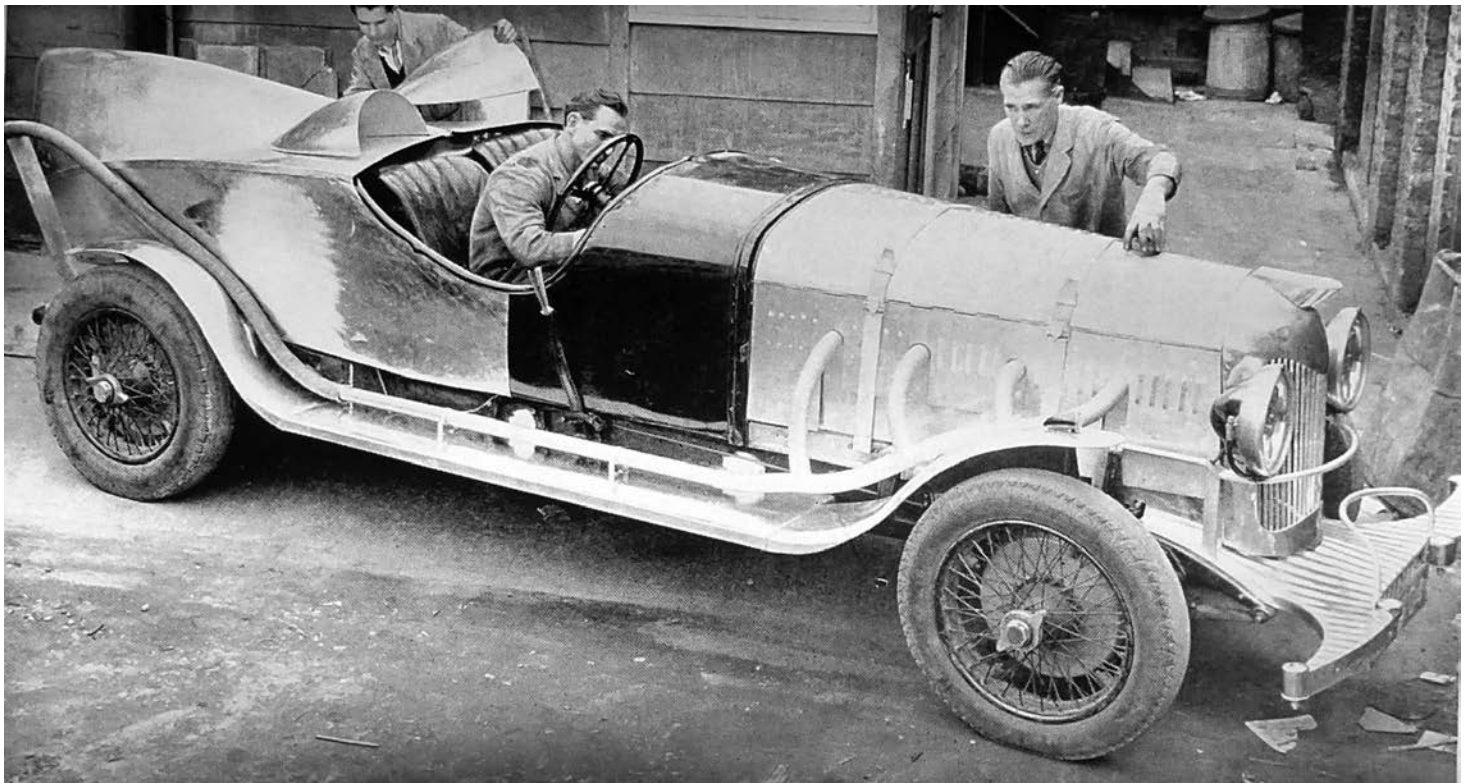
*(Above) The view of the workshop from the mezzanine floor.
(Below) Where the clients are surrounded by the possible
permutations for their new car.*



*Northern Region Roast Lunch and Film
Account and Photograph by Glynn Williams*



A gathering of 25 for a good old fashioned roast lunch prepared on the coal range.
The film of the day was "School For Scoundrels" with Ian Carmichael, Alastair Sim, Janette Scott and Terry-Thomas. A Vintage Bentley was featured, but was unrecognisable as the rather outrageous "Swiftmobile". Peter Jones and Dennis Price play the dodgy car dealers, Dudley and Dunstan, painting tread on a bald tyre.
All that, and a round of ice creams to enjoy during the film.



*(Above) The Swiftmobile, on a long 4½ litre Bentley, in Johnnie Green's "Bentley – Fifty Years of the Marque" (Dalton Watson, 1969)
(Below) Play-time at Whangaparaoa School - see First Light Rally report.*



NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB



FIRST LIGHT 10TH ANNIVERSARY RALLY 2017

The First Light Rally - Before We Started



Reuben Tomlinson is ready to move into the right hand seat of Ivan Shannon's creation when invited.

This report, with its images, has been compiled with the help of the following people: Colin Boyles and Pam Wiles; Bruce and Diana Carey; Rob Carthew and Michelle Simpson; Rodney and Shirley Chang; John and Margaret Chatterley; Dave and Marlene Collins; Don and Carol Cresswell; Derek and Sally Evennett; Gerry and Ellie Dunn; Clive Edmonds and Wendy Bryce; Philip and Norma Eilenberg; Ramon and Trish Farmer; Brian and Gwen Frecker; Richard and Lois Hadfield; Murray and Campbell Hawkes; Rodney and Anne Hutchison; Tom and Hilary King; Simon and Libby Longuet-Higgins; Ric and Linda Masten; David Merryweather; Michael Midgley;



(Clockwise from top) Ivan Shannon's Rolls-Royce Meteor engine sits neatly in his self-constructed chassis; the armadillo-like construction of the tail; a nice period touch of the Pyrene fire extinguisher readily to hand; Ivan explaining a topic in some depth to Ramon Farmer.





Lunch at Classic Flyers Avgas Café and Bar, Tauranga Airport on 1 November, the first of many happy meals together.

Glenn and Christine Miller; Peter and Mary Morelli; Dick and Naomi Neill, Elliott and Carol Snelling; Berwick Taylor; Peter and Rita Taylor; Lewis and Kerryn Townshend; Glynn Williams; and Kevin and Sue Williams.

The first gathering of crews and cars for the First Light 10th Anniversary Rally took place in Tauranga, at the workshop of Ivan Shannon. As well as his business interests, Ivan is a woodcarver, and maintains a flock of Vincent motorcycles. He has built a chassis around his Rolls-Royce Meteor engine, underpinned by truck axles and two gearboxes with epicyclic drive, and is thinking clearly through each stage which will harness the power produced by 27 litres of V12 engine and achieve a street legal two-seater car.

While our backs have been turned, Tauranga has overtaken Dunedin to become New Zealand's fourth biggest city, but the Route Instructions compiled by our organisers led us safely through the megalopolis to Ivan's premises, and then to Classic Flyers Avgas Café and Bar at Tauranga Airport, which is actually at Mt Maunganui.

Lunch was arranged for us in one of the hangars, and afterwards Bill Janes gave us a talk upstairs, where the miniature aero engines he has built, and donated to the Classic Flyers Museum, are displayed.

Most of us knew Bill Janes only as a legendary car restorer, and were treated to one of the most fascinating talks we have ever heard. Delivered in a laconic manner of which a Western Hero would be proud, Bill told us of his apprenticeship as a cabinet maker, and National Service in the RNZAF, which sparked his interest in aero engines. Since he and his wife didn't have children, a hobby was needed, and the complexities of gleaning enough information about the engines, from diagrams and articles, to be able to calculate the mathematical formulæ which would enable the engines to actually run, with sufficient lubrication through an oil system, and then to build the casting moulds, and make every intricate part of these engines, is an astonishing achievement. After perhaps nine months of work, the engines run, and then it is time for Bill to move to the next challenge.

We were joined in Tauranga by David and Reuben Tomlinson in a recent acquisition, an early Silver Shadow immaculate in black; and R Type owner Andrew Peterson, who brought along his recently imported Hooper bodied Daimler to provide a "Compare and Contrast" component to the line-up of our cars at the airport. A side excursion to view the progress on the R Type, chassis B179TO, the multitude of his other automotive projects, and the New Zealand prototype model railway which has engulfed his house, necessitated a bit of a scamper to reach Whakatane in time for our gathering at the Returned Servicemen's Association. And a very pleasant gathering, with a buffet dinner, it was, too.

At Whakatane we were sorry to have been able to meet only briefly with Rodney and Shirley Chang, who had to withdraw from the Rally. Their very recent Bentley GT V8 would have joined a fine collection of products from the revitalised Bentley Motors factory at Crewe, which included Flying Spur, Continental GT W12 and V8 examples in coupé and convertible form, and a very new Bentayga. The trip around East Cape provided conditions which the cars' designers must have had in mind, and the entrants' faith in the competence of these superb modern cars showed how much they can be enjoyed, far away from the urban Auckland environment where they are more commonly sighted. The diversity of our Club cars, and their origins in Cricklewood, Derby, and Crewe, meant that there were no two identical cars on the trip. Apart from a couple of flat tyres, there were no problems reported on the event, although unavailability or misbehaviour of mounts before the Rally meant that Elliott and Carol Snelling, and Ramon and Trish Farmer travelled in alternative transport, while Clive Edmonds and Wendy Bryce invoked Plan C, rather than Plan A or Plan B, so enjoyed the Rolls-Royce Corniche V convertible.



(Clockwise from above) Bill Janes's working model of Henry Royce's first aero-engine, the V12 Eagle from 1915; Bill Janes as he spoke to us; Derek and Sally Evennett's Bentayga, Murray Hawkes's Turbo R, and a passing Silver Shadow at Tauranga Airport.



The First Light Rally - Whakatane to Whangaparaoa School



The group photograph, taken on a misty morning on the foreshore at Whakatane.

The foreshore at Whakatane, with Moutohora Whale Island in the distance, provided a fine venue as most gathered for a photograph at 9 a.m. Packing and checking out of our motels, as well as long queues at petrol stations, meant that we weren't on the road quite as early as envisaged; then there was the coffee stop at Opotoki...

Whangaparaoa School is 144 kilometres from Whakatane, and it was a shame to have to scamper through the beautiful countryside and coastal scenery to arrive at the school by our arranged 1 o'clock; many of us missed the church on the foreshore at Raukokore.

Ten years ago we called at the school, a visit facilitated by John and Maureen Stewart, who had frequently camped in the area, and had become friends with the Kaumatua, Mr Ned Waititi. We were greatly impressed by the achievements of this isolated school and community, and, although Mr Waititi has since died, a visit this time was a high priority.



After a wet winter and benign spring, the New Zealand countryside looked marvellous. Here we follow Kerry and Lewis Townshend in their 1924 3 litre Bentley Park Ward tourer, chassis 794.



The girls and young ladies of Te Kura Mana Maori o Whangaparaoa singing.



(Left) Mrs Tui Pook and Peter Morelli.



(Right) Carol Cresswell looks a little overwhelmed.

The children's singing and dancing were a delight, and the focus and concentration displayed tended to bring a tear to the eye. The school runs from Year One right through to Year Thirteen, and Mrs Tui Pook and her staff of teachers, carers and supporters provide the students with a well-rounded education to start them in their careers.

The First Light Rally Route Book mentioned "tea and snacks", which hardly prepared us for the fine lunch prepared for us. Crayfish migrate around our country, and the route passes Whangaparaoa Bay; when did we last enjoy crayfish so much?

In 2007, Lois Hadfield took children for a ride in "Mrs Brewster," the 20/25 Sedancalette, chassis GSK65, around the school grounds, and this time we had access to a much larger paddock behind the school, where the drivers of our cars seemed to have as much fun as the students. The photograph on Page 6 captures the sense of space.

We, somewhat regretfully, left the coastal scenery of Whangaparaoa Bay, although we were only a few kilometres from the northernmost part of East Cape. Generally the roads were good, with Highway 35 sealed all the way, although the heavy users of the road have made it a challenge for older suspension designs, and care needs to be taken. However, those of us who can remember childhoods when even the main road north from Christchurch was gravel, were thankful. Bruce Carey remembers the East Cape trip in a 1937 Buick, then just a year old, while Kevin Williams first made the trip in 1962 in a Rover 90. Remember the dust? We don't know we're alive.



The students of Te Kura Mana Maori o Whangaparaoa are National Kapa Haka Champions

Michael Midgley’s Account of the White Knuckle Drive from Opotoki to Whangaparaoa School

Aaah! The beauty of vehicle and scenery, the ambience and the luxury of being driven in an as new, but over fifty year old Bentley, but yikes, the sound of a siren alerted me in time to see a fire engine overtake!

We had been travelling courteously and appropriately on a road where the traffic, such as it was, seemed, bizarrely, to be mainly Rolls-Royce and Bentley cars. But here was an opportunity, “Follow that fire engine,” I exclaimed.

The driver needed no further exhortation and we were off! Still, of course, driving courteously and observing every legal requirement. But, with the traffic virtually nil and a clear path ahead there was no reason not to see the performance of a vehicle designed for continental touring.

The route was winding and hilly but the experienced and highly competent driver was up to the task. On and on we went, proving that the Harvey-Bailey handling kit definitely made a difference to the manoeuvrability of a car still running on cross-ply tyres! With barely any sign of other human existence we blazed on. On the straights the fire appliance pulled away from us, and was at times out of sight as we maintained a speed in compliance with the law. On the tighter and steeper sections we gained, and your reporter spent more time firmly gripping the grab handle as the driver skilfully worked. After a while, at a quiet safe point, I asked how long he thought we had been going. About twenty-five minutes he thought. Actually it’s nearer 45, I told him!

At the road works traffic signals the fire engine proceeded cautiously through the red and the next we saw was as it roared across a long bridge in the distance and disappeared up a hill.

The journey was testimony to the design and engineering of a car from a very different era and to the skill of the driver. But think, too, of the power and construction of the fire engine! Modern indeed, but its size and weight! Definitely single figure fuel consumption there! And probably in the Bentley too...

The skill of the driver of the fire engine was pretty impressive as well. I would like to have congratulated him.

The route may have had great scenic attraction. I recall a couple of fleeting impressions...

A Whale’s Tale, by Peter Morelli

There was a Whale with a tale as long as your arm, a sparkly eye and a melancholy song.

“Call me Ishmael,” he said.

So we did.

Ishmael had a predilection for Small Penguins, and every evening he would promptly appear, accompanied by a small penguin.

“Accompaniment,” he said. Who were we to doubt him?

The status quo continued on a regular basis until Gisborne. The attendant penguin was missing! Initially the assembled throng put the blame on Rodney; after all, Rodney was the Minder of Penguins, as the Assembled Throng was quick to remind him.

A Very Select Committee was duly selected, and noisily retired to investigate. Great debate ensued, punctuated by cries of



Happy crews aboard PL3487 and B87BL





(Above) 1924 to 2017 and (Below) 2017 to 1924



“Chardonnay!”, and “Pinot Noir!” It was finally concluded that Ishmael may well have been the cause of the Very Small Penguin’s Sanguine Disappearance. Conclusions are one thing. Proof is another!

Mind you, there were those who had lost cars, which are much larger than Very Small Penguins!

Anyhow, here is a picture of Ishmael, Penguin-less, basking in the glory of the First Light Route Book, the latter in No Small Part the labour of the Renowned Penguin Minder, Rodney.

An Afterthought

Wandering among the Shades of Melville Past, one falls to wondering about the Oceans Past, filled with the sounds of Whale-song.

The sea is surprisingly noisy, anyway, filled with clicks and clacks. How must it have sounded in the early 1800s, before the whale population was so drastically reduced? Just a thought...



David Merryweather's Silver Cloud II, chassis SRA67, dwarfed by the largest Pohutukawa tree known, Te Waha o Rerekohu, at Te Araroa.



Humbled by the memorial at St Mary's Church at Tikitiki are Ramon Farmer, Tom and Hilary King, Bruce Carey and Elliott Snelling.



The Turbo RL of Murray and Campbell Hawkes, chassis H34272, beside the wharf at Tokomaru Bay, with the ruined freezing works.

Hicks Bay Motel has received a makeover since we were last there in 2007, and we enjoyed a comfortable stay there. A walk down to the beach was well worthwhile, and after dinner the short walk to see the glow worms was a “must.”

In the morning considerable effort was involved in lining up the cars in date order for their official photographs, and what must have been the best ever display of our cars, gathered purely for our own delight, graced the motel’s parking space.

The drive to Gisborne from Hicks Bay is 178 kilometres, but there are numerous distractions along the way. These include Te Araroa, where the biggest known pohutukawa tree carries its approximately 600 years very well; East Cape lighthouse, the most easterly part of New Zealand; St Mary’s Church at Tikitiki, which was built in the 1920s to commemorate the sacrifice of the district’s Māori soldiers in the Great War, and reading the lists of names to the present is a very emotional experience; Ruatoria; Tokomaru Bay; and Tolaga Bay. To do justice to at least some of these attractions, and still arrive at our hotel to prepare for our gathering at the USSCo restaurant in Gisborne around 6 was a considerable achievement.

As if we didn’t encounter enough distractions on that drive, the existence of TWO bays at Tokomaru, separated by a few miles,



SBH10636 beside the remains of the New Zealand Shipping Company’s wool-store at Tokomaru Bay, a relic of an era when international cargo ships used the port, up until the 1950s.



meant that one group enjoyed paua sandwiches at a recently opened café, while the other group explored the remains of the freezing works, wharf, and New Zealand Shipping Company wool store before enjoying a fine lunch at the Tokomaru Bay Tavern. The two groups missed each other, spending some time waiting for each other, and of course everyone had to walk the length of the 660 metre long Tolaga Bay wharf.

After we eventually extracted ourselves from our various distractions, we passed another festive evening at the Gisborne restaurant occupying the original office of the Union Steamship Company of New Zealand Ltd, where we were joined by Dick Neill. Dick's and Naomi's grandson was being married in Auckland the next day, but Dick postponed his flying to join Naomi up there until the Wings 'n' Wheels event organised by Classic Flyers, of which he is a member, was well under way.

We were joined by many cars of the local clubs, and utterly original and unrestored examples of Model T Ford and Austin 7 Ruby saloon stood out, as well as a current example of the Rolls-Royce Motor Cars factory at Goodwood. With a two-seater Spitfire present, and arrivals, despite the gusty winds, of de Havilland Gipsy and Tiger Moths, as well as an operating GM Allison V12 aeroplane engine, the sights and sounds were all one could hope for. We are grateful to Dick and his colleagues for their organisation, and for including us in their event.

Wairoa made a convenient late lunch stop, 98 kilometres south. Your reporter travelled with Berwick Taylor on this part of the journey, and the Clyde Hotel, built in 1913 but now closed after its recent sale, was of interest, for its predecessor was built by Berwick's great-grandfather.

The East Cape journey seemed free of trouble for the cars, with only flat tyres on Glenn and Christine Miller's Bentley Continental V8 convertible, on the leg into Gisborne, and on Don and Carol Cresswell's Rolls-Royce 25/30 limousine on the last stage, not far from Napier.

In Napier the rooms at Te Pania Scenic Hotel are wonderfully set to make the most of the views over the coastline, and it was good to have the opportunity to stay for two nights, so that clothes could be liberated from luggage, and some time could be found for unwinding. Dinner on the first night was arranged in the Gatsby Room of the beautifully restored Masonic Hotel, and after dinner Derek Evennett sat with his song book at the grand piano, accompanied by voices which appreciated those songs; at Gisborne Dick Neill had sung better than most anyone could manage, with Derek at the piano.

Richard and Lois Hadfield joined us in Napier, where they had been visiting for a Wine and Food Society week, and it was good to see them. Lois had been one of the guiding forces behind the organisation of our rally.

We were invited to Greg Beacham's premises at Hastings on our last day, Sunday 5 November, for a most interesting visit. The Phantom II Continental which we had seen nearing completion when we visited during our AGM Weekend in April last year was

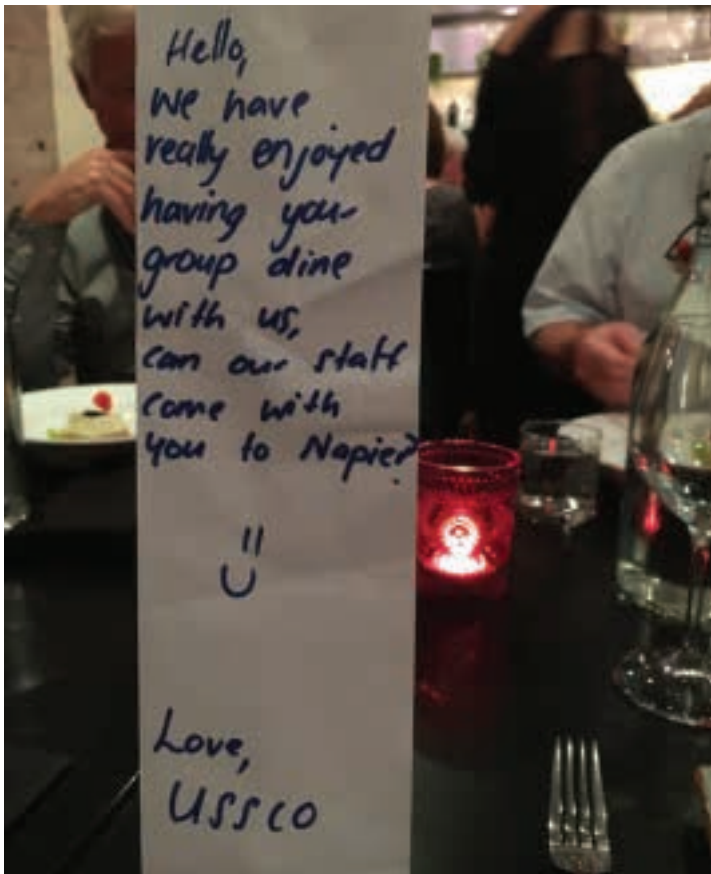




back for servicing, and the Bentley S1 Continental, in component form then, is nearing its final, and immaculate, form.

The final event of the rally was dinner at the Hawkes Bay Club, which was complete with hired candelabra, a generally festive atmosphere, and fine food.

The whole run was a wonderful experience, and we are grateful to the organising committee, the quality of the cars' design and construction, and to the weather gods. The only thing which could have been improved upon would have been the pohutukawa blossom running a bit early, as we could see only a tantalising blush of colour this time. Here's to 2027!



A far cry from the days of the Bentley Boys and their habit of being unwelcome for return visits...



The two-seater Spitfire, named Sir Colin Gray, and the Gipsy Moth



The First Light Rally - People



Dick Neill wearing his Rolls-Royce cap at Gisborne airport



Peter and Gwen Taylor at East Cape Lighthouse



Clustered around Derek Evennett at the Masonic Hotel piano are Berwick Taylor, Hilary King, Glynn Williams and Richard Hadfield



Michael Midgley and Bruce Carey



Our Californian member, Ric Masten



(From front middle) Kevin Williams, Berwick Taylor, Lewis Townshend, Peter Morelli, Simon Longuet-Higgins, Kerry Townshend, Mary Morelli, Libby Longuet-Higgins, Sue Williams, Ellie and Gerry Dunn



Lewis and Kerry Townshend seated in 794, with Mary Morelli



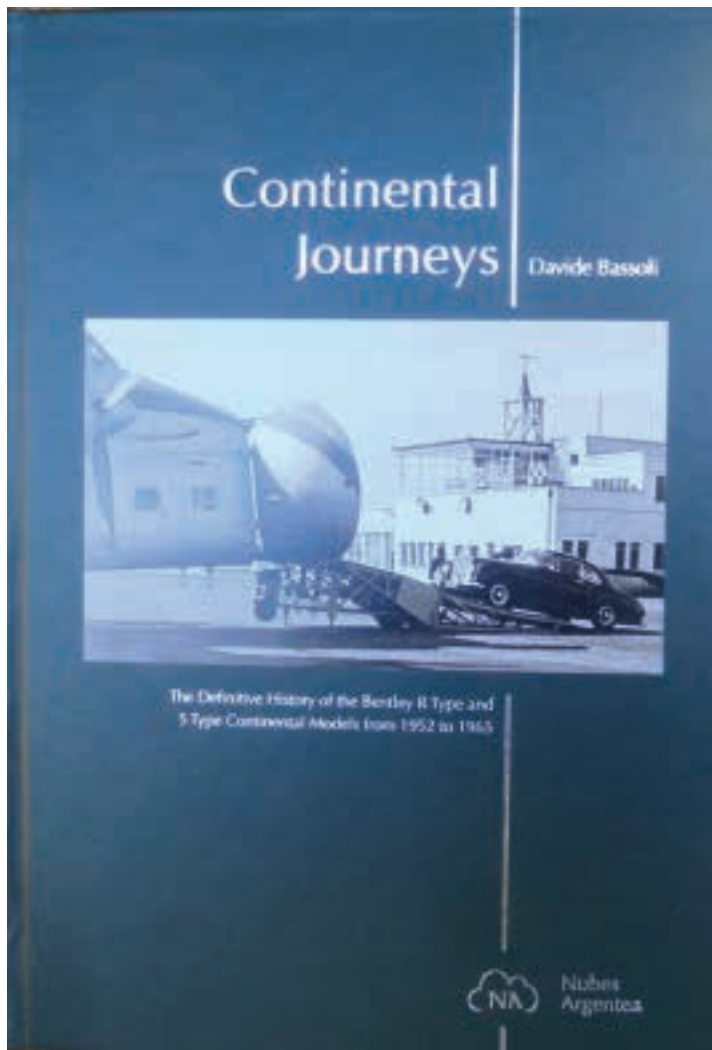
Don Cresswell and Campbell Hawkes, with a keen Whangaparaoa District School student



Ramon and Trish Farmer, with Glynn Williams



Diana Carey, a candelabra, Bruce Carey and Lois Hadfield



Continental Journeys – the Definitive History of the Bentley R Type and S Type Continental Models from 1952 to 1965 by Davide Bassoli

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Since the author runs his own publishing company, any compromises would depend entirely upon his standards and resources; suffice to say that there are none. Beautifully printed on heavy art paper in Italy, the book is already a collector's treasure, with only 600 cloth-bound and 25 leather-bound volumes produced for the first printing. As well as that, Davide has commissioned a lithograph of a cutaway drawing, so correcting a lapse, in that no such drawing was done during the cars' production run.

The Australian historian, Steve Stuckey, worked to provide proof-reading, but wisely refrained from altering the Italian author's charming English expression. The title of the publishing house is not a reference to a South American country, but rather to the author's favourite Rolls-Royce model, the Silver Cloud.

To include the word "definitive" in a book's title is ambitious; presumably annotations in the neatest writing would correct errors detected by owners of the book, such as the wrong chassis number on Page 14 detected by Sabu Advani in his *The Flying Lady 17-5* review. The detail is exhaustive, with appendices comprising almost a quarter of the book, and – at last – colour swatches of paint and upholstery, with the manufacturers' specifications, are listed. We can only marvel at the author's dedication to getting it right, and the travel involved for photographic details of so many representative cars.

There is a wealth of information new to your reviewer, such as the genesis of the Park Ward body stamping process, H.J. Mulliner's having their own brass works, details of the 45 different designs which found their way onto the Mark VI, R and S Type chassis, and the 4.9 litre six cylinder engine fitted from the "D" Series, a year before these engines were fitted to the S1 standard chassis. The lists of first owners can keep a reader occupied for hours: actors Yul Brynner, Ralph Richardson, David Niven and Rex Harrison; musicians Lionel Bart and Keith Richards; Crowned and De-crowned Heads; and the frequent customer Mimi, Countess of Suffolk and Berkshire.

For those of us who can only dream of owning one of these immortal cars, ownership of this book must be an attainable goal.

ATK

Author of "Continental Journeys," Davide Bassoli, photographed in his home city of Parma, Italy, and holding the lithograph cutaway drawing of the R Type Bentley Continental which he commissioned. A few copies of the 150 printed may still be available, at €60.



Eight Phantoms - the Display at Rolls-Royce in Berlin October to February



In our magazine 17-4 we ran an item about the celebrations being organised by Rolls-Royce Motor Cars as they introduced their new Phantom. Called the Phantom VIII, this retrospectively identifies the first product of the Goodwood factory as the Phantom VII, in much the same way as the car which was introduced in 1925 as the New Phantom, became known as the Phantom I when its successor was announced in 1929.

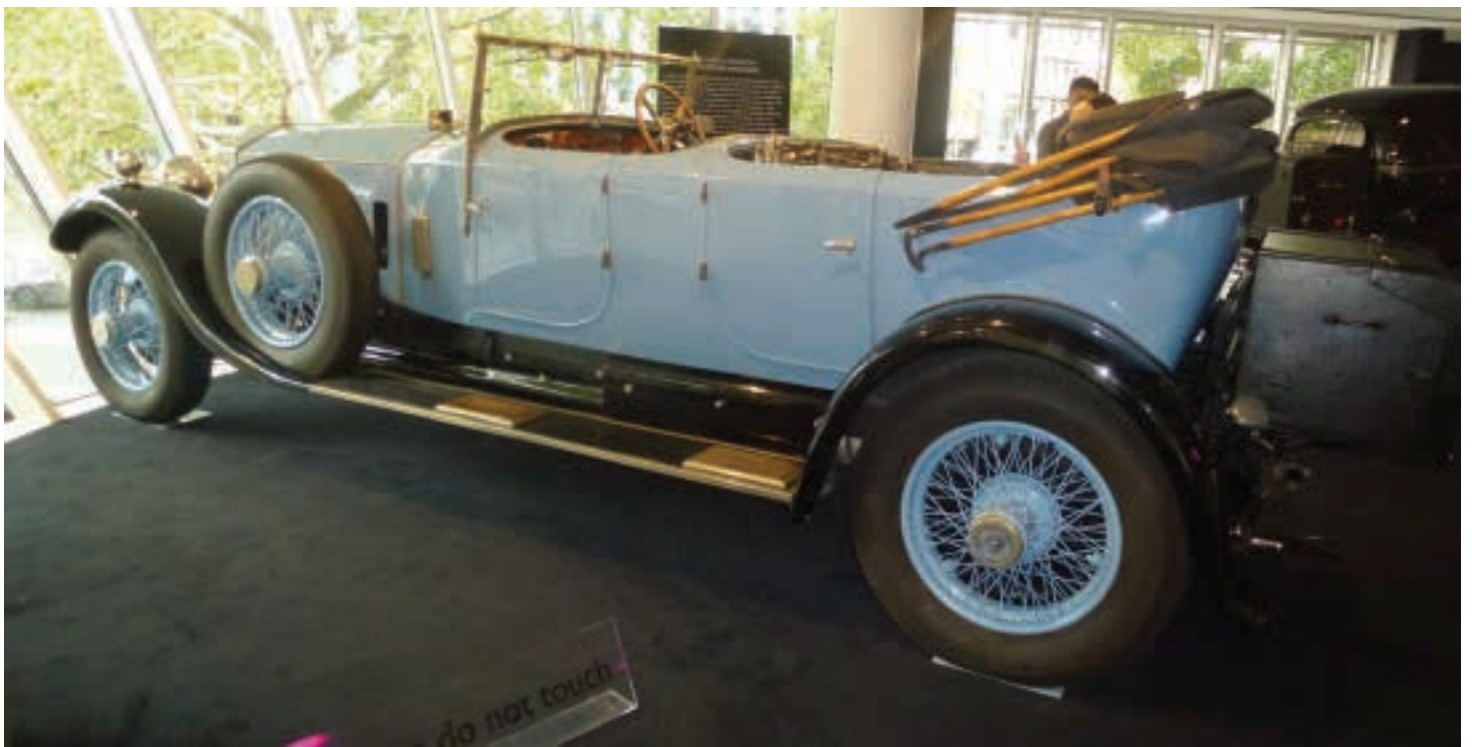
The New Phantom was the successor to the immortal Silver Ghost, and was developed in great secrecy, with extensive testing undertaken in France from the base at Chateauroux from 1924. Through the kindness of Mrs Su Cumber, the photographs compiled by the Rolls-Royce development engineer W.A. Robotham (1899-1980) has been published, many for the first time, in our magazine during the past year.

In July this year the Bonhams showrooms in London were graced by carefully chosen examples of Phantoms from I to VII, and Rolls-Royce Motor Cars announced that exhibitions would take place in various locations around the world.

The Rolls-Royce showrooms in Charlottenburg, Berlin, feature "The Eight Great Phantoms" from October for four months, after which the display will move to Cologne for two months. By chance, your editor passed the showroom on a bus, and couldn't miss the sight of a Phantom II Continental. The manager of the showroom, Herr Paul, and his colleague Herr Sureck, kindly gave permission to photograph the cars, and for us to publish them.

(Left and below) The Phantom VIII on display at Rolls-Royce Motor Cars showroom in Charlottenburg, Berlin.





(Top to Bottom) Our Research Department has been unable to produce chassis numbers for either the Phantom I or Phantom II Continental, but John Ferguson has been able to tell us that the Phantom III is 3AX101, a Saloon with Division, built by Gurney Nutting.





(Clockwise from above) Phantom IV, chassis 4AF20, a Hooper Limousine Sedanca de Ville delivered to HH Aga Khan III; Phantom VI; the first Phantom VII built at the Goodwood factory; the level of preparation demonstrated by this view of the Phantom II's underpinnings; a 3,000-piece origami composed of tiny "Flying Ladies" making up a large display of Charles Sykes's original design; Phantom V.



A Busy Weekend

This is the Salvesen Dogcart, built in Scotland for a Norwegian ship-owner resident there in 1896. Part of George Milligen's collection until his death, it ran in every London to Brighton Run from 2004. It was auctioned by Bonhams on Friday evening 4 November this year, appeared in a display in Regent St, London the next day, and was driven to Brighton by its new owner on Sunday 6 November.

Our correspondent Russell Browne was in Regent St, and photographed the Salvesen for us.





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Club Calendar

NORTHERN REGION

Sunday 3 December: Gymnic a VCC Event, kindly hosted by Dick Langridge, Meadow Brook Farm, Twilight Road, Brookby.

Sunday 21 January: Our Annual Picnic at the same venue. Arrive around 10:30, park in the paddock.

BYO everything – chairs, tables, food and beverages. There will be a further notice early in the New Year.

Sunday 11 February 2018: Ellerslie Intermarque Concours. Please put a note in your diary. More details to follow

Sunday 4 March 2018: Brit & Euro Event Lloyd Elsmore Park. Again please note in your diary. This last event proved very popular. 600 cars on display. Free entry <http://www.briteurocarshow.nz/>

Sunday 18 March 2018: Galaxy of Cars & Swap-meeting Western Springs. Organised by the Lions Club.

Adults \$12 entry, children 5-15 \$5. Display cars gate opens from 8 – 9:30am. Cars to remain on site until 3pm

CENTRAL REGION

Events as advised by the Central Region Committee and “Tick of the Clock.”

SOUTHERN REGION

Sunday 28 January 2018: The Southern Region Homestead Run. This popular event has for many years been organised by Martin Vincent, and this time we will have our picnic at “Seafield”, Pigeon Bay.

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To Arrive

1986 Rolls Royce Silver Spur.

1983 Rolls Royce Silver Spirit. 1993

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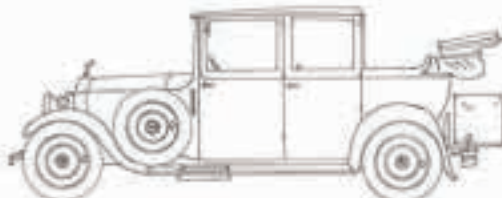
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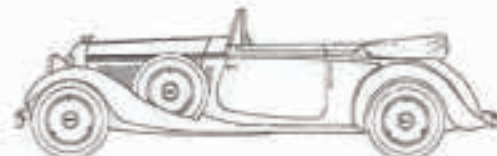
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