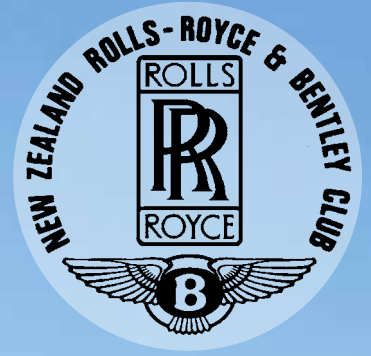
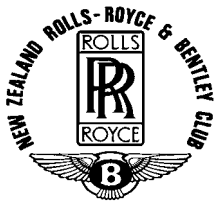


# New Zealand Rolls-Royce & Bentley Club Inc



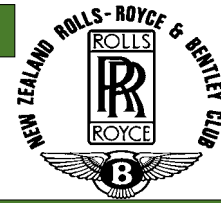
Issue 12-4, 2012





## NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC)

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### NATIONAL EXECUTIVE

**CHAIRMAN** Rob Carthew  
85A Wharewaka Road, Taupo  
Phone 07 377 4117  
Email [watcher@pl.net](mailto:watcher@pl.net)  
**IMMEDIATE PAST CHAIRMAN**  
Michael Midgley  
RD 1, Culverden, Nth Canterbury 7391  
**SECRETARY** Naomi Neill  
P.O. Box 616, Gisborne 4040  
Phone 06 867 1676  
Email [diknemi9@gmail.com](mailto:diknemi9@gmail.com)  
**TREASURER** Philip Eilenberg  
3B 21 George Street, Parnell, Auckland  
Phone: 09 374 5901 or Mobile 021 928 041  
Email [peilenbergnz@gmail.com](mailto:peilenbergnz@gmail.com)  
**MEMBERSHIP REGISTRAR** Clive Edmonds  
156 Hill Road, RD2, Napier 4182  
Phone 06 336 6644  
Email [clivedmonds@yahoo.com](mailto:clivedmonds@yahoo.com)  
**TECHNICAL LIAISON OFFICER**  
Post WW2 Roy Tilley  
204a Waiwhetu Road, Lower Hutt  
Phone 04 566 0850 Fax 04 586 2937  
Email [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)  
**TECHNICAL LIAISON OFFICER**  
Pre WW2 Eddie Riddle  
1 Wickliffe St, Mosgiel 9024  
Phone 03 489 5774  
Email [edjoyr@xtra.co.nz](mailto:edjoyr@xtra.co.nz)  
**MAGAZINE EDITOR** Tom King  
191 Sparks Road, Christchurch 8025  
Phone 03 339-8309 or Mobile 0275 880 267  
Email [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz)  
**WEB MASTER** Bob Barbour  
Phone 09 236 6556 or Mobile 027 280 7902  
Email [gotalife@ps.gen.nz](mailto:gotalife@ps.gen.nz)  
**NATIONAL EVENTS CO-ORDINATOR**  
David Merryweather  
47 Flays Road RD3 Drury 2579  
Phone 09 294 8552  
Email [oldboot@ps.gen.nz](mailto:oldboot@ps.gen.nz)

### NORTHERN REGION

**CHAIRMAN** Glynn Williams  
24 Franklin Road, Freemans Bay, Auckland 1011  
Phone 09 378 7632  
Email [glynnwilliams@yahoo.com](mailto:glynnwilliams@yahoo.com)  
**SECRETARY** Susie Williams  
Phone 09 478 3995 or Mobile 021 0460606  
Email [suehowiewilliams@hotmail.com](mailto:suehowiewilliams@hotmail.com)

### CENTRAL REGION

**CHAIRMAN** Roy Tilley  
204a Waiwhetu Road, Lower Hutt  
Phone 04 566 0850  
Email [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)  
**SECRETARY** Martin Taylor  
24 Rangiora Avenue, Kaiwharawhara, Wellington  
Phone 04 470-7666  
Email [Porsche@globe.net.nz](mailto:Porsche@globe.net.nz)

### SOUTHERN REGION

**CHAIRMAN** Keith Hunter  
1/12 Heywood Terrace, Richmond, Christchurch 7391  
Phone 03 366 4484 or Mobile 0274 355 220  
Email [kmacdh@xtra.co.nz](mailto:kmacdh@xtra.co.nz)  
**SECRETARY** Tom King  
191 Sparks Road, Christchurch 8025  
Phone 03 339-8309 or Mobile 0275 880 267  
Email [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz)

### NEXT MAGAZINE:

**Deadline for receipt of all material for Issue 12-5 is 22 September 2012.**

*(Front Cover) Malcolm Graham's photograph of his Bentley Arnage, chassis 2CH08477, at Lake Ohau*

### Membership

**MEMBERSHIP** of the New Zealand Rolls-Royce & Bentley Club, Inc is open to anyone with an interest in these two distinguished 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)  
Membership Fee \$115.00 (annual, reduced to \$100 for prompt payment)  
Family membership \$ 5.00 (annual)

**CONTACT** Membership Registrar NZ Rolls-Royce & Bentley Club, Inc  
Clive Edmonds, 156 Hill Road, RD2, Napier 4182 Phone: (06) 336 6644 Email: [clivedmonds@yahoo.com](mailto:clivedmonds@yahoo.com) or [www.nzrrbc.co.nz](http://www.nzrrbc.co.nz), then **APPLICATION FORM**

### Chassis Records

The Company's Construction Records, which accompanied every Rolls-Royce and Bentley chassis (since 1931) through its production at Derby or Crewe, are a valuable resource for subsequent owners. They detail the original order, any special equipment, and the results of tests and inspections 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. The number of pages for early cars may be up to 20 or more. Records for a Silver Shadow can amount to even more pages and cost around \$NZ150. To obtain a copy of your car's records, contact the Club's Post WW2 Technical Liaison Officer, Roy Tilley, on 04 566 0850 E-mail [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)

### Advertising

Classified advertisements pertaining to Rolls-Royce and Bentley are free to Financial Members who do not deal regularly in Rolls-Royce or Bentley cars or services. All classified advertisements must be submitted to the Editor, Tom King, Phone 03 3398 309, e-mail [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz) 191 Sparks Road, Christchurch 8025. Commercial advertisements will be the subject to a charge to the advertiser. Colour advertisements are charged at \$220 per half page and \$300 for full page, payable to the NZRR&BC Inc.

### Mainland Comment

Our issue 12-3 seems to have been well received, with several people who have memories of "Jumbo" Goddard commenting upon it. It is likely to be reprinted in two Australian club



magazines. This image is the Guest Register from The Hermitage for 6 March 1965, and

shows John Goddard's registration, preceded by that of the noted Bentley authority Harry Rose, and below it Elizabeth Nagle (author of "The Other Bentley Boys") and our own Willis and Mary Brown. John Goddard's widow Mrs Kathleen Goddard has requested copies of the magazine. That, and a slight under-estimation of how many copies we should print, has left us a bit short of copies for the Club archives, so our Membership Registrar, Clive Edmondson, would be happy to hear from members who have no need to keep their copies.

Some changes may be noticed on our Masthead Page, as concerns with privacy and identity theft are considered by our National Executive, and a Club Policy is established.

Four well known figures have died recently. Lt Col Eric Barrass, who was in many ways THE Rolls-Royce Enthusiasts' Club, died on 17 February, a few weeks after his 98<sup>th</sup> birthday.



Although not quite a foundation member of that club, he filled the roles of Secretary, Bulletin Editor and Chairman successively for many years. The author of several books, he was an authority on many subjects, and with his military background (he joined the British Army 80 years ago!) he was still at work on the definitive history of Rolls-Royce armoured cars when he died. John Ferguson spent some time in Britain, and vividly remembers the commentaries at R.R.E.C. annual rallies, when Col Barrass was able to deliver apparently off-the-cuff histories of each car he saw. This image shows him at the 2011 Annual Rally at Castle Rockingham.

Paul Samuels was a founding member of the Rolls-Royce Owners' Club of Australia, and died on 23 June.

Peter Mose, partner for more than 30 years of our Northern Region stalwart Max Morris,

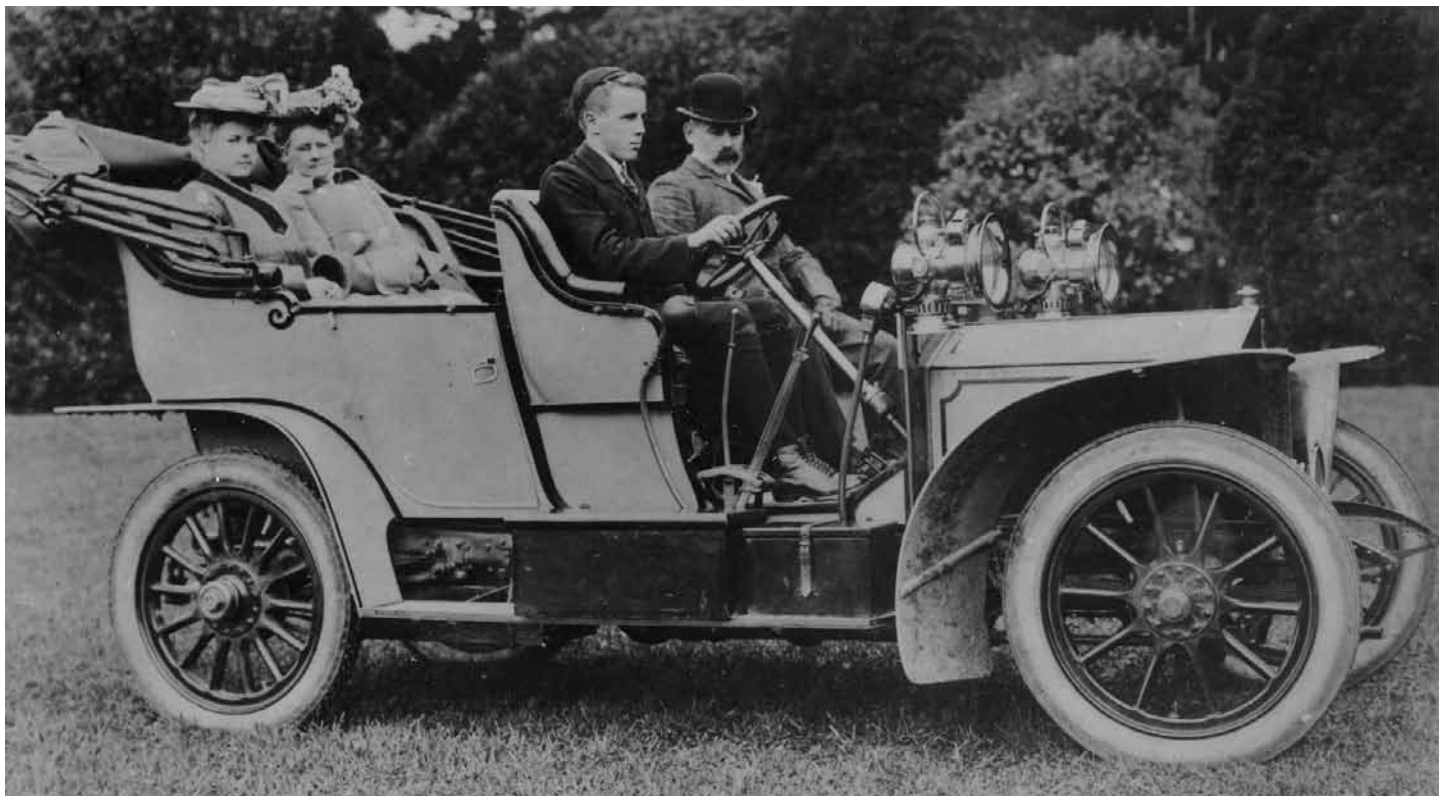


has died after a long illness, and we pass our best wishes to Max.

Trevor Hudson was a great help to our Club when he worked for Giltraps in Auckland, and this photograph of him with AX201 has come from his family through Philip Eilenberg.



## The First Rolls-Royces in New Zealand



**Margaret Gillings**, Editor of the Rolls-Royce Owners' Club of Australia's New South Wales Newsletter *London & Derby* wrote:

"Attached is a copy of a postcard that I found amongst some of our Club's memorabilia that I have been scanning. On the back it says, 'Copy of postcard. Picture taken in 1905/1906 of Charles Rhodes, taken at his home in Remuera Auckland New Zealand.' It also says 'The family is not related to Cecil Rhodes.'

"It is a pre-Ghost Rolls-Royce; a 1906 Light 20hp chassis 40522 with Barker semi Roi-des-Belges touring body in French grey, with black mouldings, red lines. See pp 81, 82 Fasal & Goodman.

"This appears to be one of two cars shipped to New Zealand around this time; thought it might make interesting filler some time."

**Roy Tilley** responded:

"Thanks for this. This photo has been around for a long while (obviously). I first saw it in an RREC Bulletin for July 1977. It also appeared in the (recently) late Eric Barrass's *Source Book of Rolls-Royce* 1983, and Ken White ran an article on it in our magazine in June and August 1991. On my office wall, I have a framed copy of it donated to Lionel Archer who gave it to me in February 1991.

"In the 1980s the remains of this car passed through the hands of Richard Butler of Hamilton and Byron Ballan. It was then sold to the UK, possibly to P. or A. Wood, but I'm sure that Bruce will be able to confirm or confound.

"The other car sent to NZ at that time was Heavy Twenty 40506 which was sold to a member of the Keiller (Jam) family in or near Bulls."

The two cars are mentioned in Tom Clarke's and David Neely's *Rolls-Royce and Bentley in the Sunburnt Country* (Sir Henry Royce Foundation, Australia 1999) on page 11: "The Company's representative in Australia, B.A. Peat... was able to tell his assistant in Sydney of the 20 h.p. cars in... New Zealand."

Here is the text of John Ferguson's and Ken White's writings from 1991:

**Ken White's** first:

"The picture is a reproduction of a photograph which had been in Lionel Archer's possession until he donated it to the club in February of this (1991) year. Apart from a caption identifying the vehicle as 'the first Rolls-Royce in New Zealand,' there is no other information as to who, what, where, when, or indeed why. I find it frustrating that such a well preserved print comes to us with such a tantalising lack of historical detail.

"My own scant research adds little, except that the bonnet is far too short for a Silver Ghost; I assume that the car must be one of the

"light" or "heavy" 20 HP cars. That assumption, in turn, leads me to wonder whether it could be the 1905 4 cylinder 20HP car, parts of which passed through the hands of one R. Butler of Hamilton, and thence to Byron Ballan of Auckland, who is thought to have subsequently sold it to a UK buyer some time in 1986. The only other name that I can find connected with that car is 'Garner and I am unable to tell whether that name was connected with that car at an early or late stage in the vehicle's history.

"Can anyone add any information about this interesting photograph? Where and when was it taken, and who were the people who posed so seriously? Who was the young man with the school (?) cap and the shiny boots, staring so steadfastly ahead?

"Any information about either the car or the people will be gratefully received."

**John Ferguson:**

"The photograph from Lionel Archer's files interests me. According to C.W. Morton two 20s were sent to New Zealand.

"1. A heavy chassis 40506 was sent to J. Nathan and Co.

"2. A light chassis 40522 was dispatched from Cooke St on 22/3/1906 for C. Rhodes, Shortland St, Auckland.

"Pam MacLean in her book 'The Veteran Years of New Zealand Motoring' makes mention of the Rhodes car which took part in a trial from Auckland to Wellington. 'The cars left Auckland on New Year's Eve 1906. The Rhodes's new Rolls-Royce was used to supervise the observers. In 1907 three cars including Rhodes's Rolls-Royce drove from Taumaranui to Wellington via Taihape and Wanganui, returning to Auckland through Napier. Rhodes's powerful Rolls-Royce pulled the smaller cars through the numerous fords on the route. Mention is made of the fact that this Rolls-Royce was fitted with a locally built body and could seat up to five people.

"No delivery date is given for the Nathan car, but the chassis number suggests late 1906. The 'heavy' type was 8 inches longer in the wheelbase.

"To summarise: The car in the photograph is clearly a '20.' I will stick my neck out and suggest that it is the Rhodes 'Light 20.' The flat steering wheel and rectangular radiator badge confirm 1906 origins, earlier cars having had a dished steering wheel and an oval radiator badge."

**Byron Ballan** writes:

"I am able to fill in some details regarding the Rhodes Rolls Royce. When I was researching the Rolls-Royce, delivery details gave the Rhodes address as being Remuera Road. One thing led to another, and by happy coincidence I knew the Rhodes family. The photo shows Charles Rhodes with his son, also Charles Rhodes at the wheel. I went through Kings Prep with David Rhodes, whose

father was the driver in the photo. After we sold the car I gave the photo back to David. Both David and his father Charles live in Northland by Matari Bay. I believe our "car" was a light 20HP so it conceivably could have been the Rhodes car.

"As I haven't seen the old article and can't remember what was said I do remember that in the 1920s the car was sent to a body shop in New Plymouth for 'updating.' The result was dreadful, and the owner took it back to his farm, and later basically broke it up, with parts of it used as reinforcing in a cow shed floor.

We never found the diff; it could be still running around NZ as part of a trailer. What is fascinating is that while visiting a private museum at 177 Riverside Road, West Auckland I stumbled across the front and rear seats of clearly a veteran car that looked remarkably like the seats in the Rhodes's car photo. The seats were rescued from an old Ponsonby villa where they had been used on the balcony veranda. I can't remember the man's name; his son now runs the property and operates West Wind cinema from it, but he would not sell them, only swap them. He wanted a veteran Renault so I tracked down and purchased a 1912 Renault and swapped the body for the car. The seats turned out to be identical to those in the Rhodes car. Even with the additional items we found, the project was enormous and in the end the decision was made to sell the remains. Today with businesses such as Auto Restorations etc and the internet, it could be done although I would hate to hazard the cost.

(Later) "I have just spoken to David Rhodes and can confirm that Charles Rhodes was definitely not directly related to Cecil Rhodes. David said he is aware of a Rhodes family from the South Island where he thinks the name Heaton is from."

**Tom Clarke** adds:

"Yes, a well known photo of Light 20 4-cyl 40522. This car is well documented by me in *The Edwardian Rolls-Royce* v.1 p.81-2. The remaining bits of it are with John Fasal in the UK, not viable to make a car. John used part of the body, claimed to have been found with it, on his Ghost restoration, but its width would make it from a Heavy 20 which is why the other NZ car, Heavy 40506, could be involved, or perhaps the body had nothing to do with a Rolls-Royce. It is good to have Byron Ballan's memory - certainly accurate as far as I can see from my own contact with him during The Edwardian R-R book project.

"I don't think this takes things further than we already know - the gist of Byron's remarks, and the lovely photo, are in *The Edwardian Rolls-Royce*. I inspected the parts when they arrived here; some nice things but not remotely enough to start a viable car. The body seats were nice but we can't say for certain they are

from the actual car. They have since been re-used on a Ghost."

For those of us not fortunate enough to own *The Edwardian Rolls-Royce* by John Fasal and Bryan Goodman, Publisher: J.M.Fasal (Nov 1994) ISBN-10:0950648957 ISBN-13:978-0950648958, Tom Clarke has kindly provided the following relevant passage:

"Chassis Light

Number Tested Coachbuilder Type

40522 26.3.06 Barker Semi Roi-des-Belges tourer.

French grey, black mouldings, red lines.

Owners: Charles Rhodes, Auckland, New Zealand, shipped 2 Oct. 1906

R. Butler, Hamilton, New Zealand, 1960s-79

Byron Ballan, Auckland, New Zealand, 1979-86

Peter Vacher, Abingdon, U.K., 1986-89 (parts)

John M. Fasal, Wormley, U.K., 1989- (parts)

Picture sources: B103 p.6-7; Barrass p.17; *Præclarvm* Oct 1991 p.1925

"This was another 110" wheelbase brass-fittings chassis having four-speed low gearing and rubber spring buffers. Records noted 'this car has been mixed up with 40526', perhaps like 40519/40520. The frame was painted tan with black and red lines, an elaborate combination with the body. The small C. S. Rolls & Co. dash plate was fitted. The car arrived in time to ferry observers on New Year's Eve, 1906, for a rally from Auckland to Wellington. In 1907 it was in another event and was noted as having a five-seater locally-made body although this must be unlikely. The first owner...was the only one known to the company and in 1922 it was noted, after a visit by the company's B. A. Peat, that no current owner was known. (One other 20 h.p. went to New Zealand, 40506, and it is possible that recollections of its later owners might refer to 40522.)

"In the 1920s it was rebodied in New Plymouth, possibly as a light truck, and then abandoned on a farm. Parts were discovered there and embedded in a concrete barn floor. In New Zealand in the 1970s many major parts were loosely replicated, based on a Light, as little that was usable had survived. A body was found near Auckland, a fine period tulip-shaped type in steel said by some local people to have come from a Rolls-Royce. Its length and width (36" base) are those of a Heavy indicating that it might be from 40506 or an unrelated car. The engine remains include early connecting rods and bearings for a crankshaft bolted in the lower half, a type that could not have been used on 40506 thus making 40522 the only applicable number."

## Six Pot Group Run to Miranda by Lois Hadfield

An interesting if motley selection of cars appeared at the Papakura B.P. Service Station where we met for hot drinks before heading off on our run to Miranda. Several Proper Motor Cars had braved the weather forecast but many, like ourselves, had "wimped out" as it did sound dire. As it turned out it was a very reasonable if a little chilly winter's day. We regretted our decision not to bring a P.M.C. as the day went on.

There was a good turn-out of 16 people, and Philip Eilenberg and George Urquhart had very clear and straight forward instruction sheets to give us. At the Shorebird Centre we were able to look at the interesting information displays around the room while we waited for everybody to assemble. Tea and coffee were available for a gold coin donation and the small but upmarket shop had a large number of high quality books about birds and New Zealand's in particular.

A manager of the Centre lives on site and gave a very witty, informative and entertaining 20 minute talk about the various birds that visit the Miranda area. Some, like the famous godwits, do not breed here but migrate to Alaska every year to raise their chicks. The early Maori noted that no nests were ever seen and attributed special powers to these birds. Thousands and thousands of birds visit Miranda and very few remain all year. The best viewing is 1-2 hours either side of high tide as the birds follow the retreating water far out onto the 8,500 hectares of mudflats feeding as they go and become too hard to see even with good binoculars. At high tide they return to the shore and roost on the extensive shell banks which have taken 4,500 years to form and are the finest example of these shell banks in the world.

One of the most interesting and amazing aspects of the migrations are the routes which the birds take as they land in China or Japan on their way to Alaska. This has been studied by experts here in

New Zealand in collaboration with a sister organisation at the Jalu Jiang National Nature Reserve in China. Several birds captured at Miranda were fitted with transmitters which enabled them to be tracked by satellite for 18 months and thus a complete migration and return could be monitored. The transmitters sent a signal only every 6 days to prolong the battery life.

The manager tried to get us to believe that the godwits do an island hopping trip to Alaska but return later without stopping as it is all down hill from the northern hemisphere----- we were not fooled of course but the explanation appears to be that the birds wait for a weather system which includes a strong wind blowing from the north right down the Pacific towards New Zealand.

A visit to the centre is highly recommended especially the \$5 a head talk for a group. The website is [www.miranda-shorebird.org.nz](http://www.miranda-shorebird.org.nz) The group then travelled the 7 km to the "world famous in Kaiaua" fish and chip shop where much chatting went on. Many thanks to Philip and George for their organisation. It was a great outing.



Freestone and Webb Limousines; Ron and Mary Craig's Silver Wraith WVA75, and George Urquhart's 20/25 GSY12



## Northern Region Lunch, Riverhead Tavern by Richard Hadfield and Ron Craig

With Lois Hadfield now on the Northern Committee it didn't take long before the suggestion was made to visit the Riverhead Tavern which is only a few kilometres from where we live. It changed hands about a year ago and has become a very popular lunch time destination. The whole place has been refurbished and is now bright and clean and well furnished with a great kitchen and lovely staff; good food as well, and don't miss the lemon possit if you can possibly fit in a pudding.

The committee asked Lois to investigate the venue and make arrangements so the owner was contacted and a booking made initially for twenty people. Knowing that we usually have about sixteen or eighteen turn up to this kind of do, that was thought to be adequate. Notice duly went out by the normal e-mail method explaining how popular the venue was and how essential it would be to assemble early to be sure of decent service and we were to be there for noon when the "Brunch" crowd would be drifting away and in time for lunch at about twelve thirty. Within forty-eight hours of the notice we had twenty-four names so Lois phoned Jan (the Functions Manager) and increased the booking. After a week there were twenty six and by the close of entries there were thirty four. Each increase required a call to the pub to ask and eventually beg for more numbers to be catered for. A final notice from Lois to ensure that members were prompt on arriving must have scared half of them to death as they started coming into the car park at eleven thirty. Lunch was enjoyed by all and many commented that they had never heard of the place but would be sure to return. So popular has this venue become that by one o'clock the car park was full and parked cars stretched up both roads about a kilometre from the pub and right out of sight.

The pub is reputed to be the oldest riverside tavern in New Zealand and has been there, tending to travellers' needs at the north-western extremity of the Waitemata Harbour in its present and previous versions for 150 years. It was originally regarded as a vital stop for pioneers, gum diggers and traders travelling up north. There is also talk of the premises being used at various times by other professionals such as smugglers and clergymen, presumably at different ends of the establishment. The whole pub has been renovated extensively of recent times, and has become a real meeting place, not just for the locals, but also for other groups, making it a destination lunch/brunch venue.

It turned out to be a nice day, although overcast for a drive in the country, the pub being situated about 25-30 minutes from central Auckland. On arrival there, somewhat later than anticipated (and not because WVA75, "Regina," was failing to proceed - the driver and companion had a more leisurely start to the day than anticipated, and were late in leaving home) on arrival the car-park was pretty full. However, the staff noted that we were looking for a suitable or any car-parking space and gesticulated to us, kindly moving some of the cones to enable us to park alongside the others.

Unfortunately it was not possible to get a good shot of the line-up of radiators and mascots of the assembled members' real motor vehicles. At one stage, right in the middle of the group, there was parked a Ford, and at another time a Holden, and at another time a Skoda! We learned then why there was such pressure on the pub: we were just one of several groups anticipated that day. The lower part of the premises was occupied by a local MG car

club and their cars, so parking was at a premium. The Club took up several tables on the deck, fortunately sheltered from the chilly wind by the clear plastic screens, and suitably heated. The tables were well located, with a great view of the river. The day had been chosen especially because of the high tide and our interests was heightened with the arrival, just as lunches were being served, of a ferry chugging up the river and looking very much like Scuffy The Tugboat.

With an extensive food and wine list, the choice was difficult, but all seemed pleased with their meals and the presentation, with the lunches served quite promptly considering the numbers there.

Near the end of the meal we found that the MG Car Club was about to decamp, which they did very quickly – possibly because of the hint of rain and their drivers would naturally want to avoid precipitation being collected in open cars. However, the pub was not yet ready to empty, as with the departure of the MGs along came the next couple of groups, one of motor cyclists with their large throbbing machines and molls riding pillion, and a group of hot-rodders from out West. The Rolls-Royce & Bentley Club members quietly took their leave...

Our ride home included a visit to one of the local food and veggie outlets to stock up on freshly harvested produce to fill the boot. At one stage we thought we might be obliged to stop proceeding: the ignition light started glowing whilst proceeding, however a few hundred metres down the road it turned off again, so, fingers crossed, we returned home through the odd shower of rain but having had a most enjoyable outing.

The outing was a good excuse for a drive, and many thanks to Lois and Richard for organising the event.



*(From left) David Merryweather, Geoffrey Going, Philip and Norma Eilenberg at Riverhead Tavern, while WVA75, a Continental Flying Spur with a very complicated chassis number, and B429EK await without, in Ron Craig's photographs.*



## Southern Region Run to Lake Ohau



*(Left) Diana Carey has just received a prize for having so elegantly celebrated a significant anniversary.*

*(Right) Two Southern Region members contemplating the view of Aoraki Mt Cook from the DoC Centre*





This time for a touring weekend the Southern Region Committee decided on a three day format, on the assumption that a day or half day could be cribbed from other commitments, and since we had a venue of known comfort arranged at Lake Ohau Lodge, opted for two nights there. This meant that clothes could be taken out of suitcases and hung up in the hope that some of the creases would disappear, and breakfast on the morning after arrival could be enjoyed without bustling. A Southern Region tradition of convoy avoidance seems to have become established, and route instructions existed to be used as a guide or ignored according to choice, with the good cafés which now abound being good meeting places, until we all arrived for dinner at Lake Ohau Lodge on the Friday evening. Our party made up most of the dining crowd that evening, so we could linger. Another group was booked for the next evening, and our dining presence was requested for 6 p.m. This was achieved and gave us a chance to enjoy a longer evening and properly digest the excellent dinner while watching, or not, the All Blacks beating Ireland in Christchurch.

It was a pleasure to be joined by David Merryweather, who brought down his Silver Cloud 2 SRA67, Berwick Taylor and Dawn in the 4¼ litre Bentley B169MX, Paul Hogg, and Glynn Williams, all from Auckland; and by John Davies in his 20/25 Thrupp & Maberly Limousine GXX10 from Mt Maunganui. Peter and Gwen McPherson travelled from Tapanui in their Silver Spirit SCAZS003CC404577, and Ron Hasell brought his very early T Type Bentley SBH2686. Ron is the person whom we all have to thank for his pivotal role in making insurance for our previously uninsurable old cars available through the company which has evolved into Vero. He filled the car with Shirley and Geoff Owen, custodians for over 50 years of the 3 litre Bentley Speed Model chassis 1215, originally owned by Robbie Deans's grandfather, and with Ellis Shier, whose father had owned the Mark VI B55LH now owned by Malcolm and Eileen McMillan. It is interesting to note from *Beaded Wheels* of October/November 1971 that Ron, Geoff, Shirley and Ellis all took part in the Bentley Alpine Tour of March 1971 in 3 litres and Mark VI.

Counts of participants varied, but we were a very convivial group of about forty who mingled well, and who shared travelling in the sixteen cars which comprised two Derby Rolls-Royces, three Derby Bentleys, three Mark VIs, one Silver Cloud 2, one Silver Shadow, three T Types, two Silver Spirits, and one Arnage. Conversation and one-line jokes flourished, making one wish one could be everywhere at once. To George Calder's helpful remark that tyre trouble could be cured if we reverted to the tried and true method of stuffing them with straw, John Davies responded "Have you seen the price of straw these days?"

A bonus attendee on Saturday evening was Annabel Hinchcliff, who had heard about the Lake Ohau weekend and travelled from Timaru, where she had been visiting her father, to meet us. Annabel's husband James is a member of the Rippon family, and the book, commissioned from Jonathan Wood, covering the history of the Rippon Brothers' coach-building firm was about to go to print. It will be a pleasure for many of us to obtain a copy of this ambitious book in due course, and a review will eventually

appear in our magazine. A web site [www.ripponbrosbook.co.uk](http://www.ripponbrosbook.co.uk) is being set up.

Whenever a weekend run is contemplated, two things normally happen; the weather forecast is awful, and the price of fuel rises. The forecast for 15 to 17 June certainly was bad, but for reasons too hard to comprehend the price of fuel fell marginally. The coastal drizzle, which seems to have prevailed for weeks in Canterbury once the early winter snow finally dissipated, cleared once we travelled beyond Geraldine, so we no longer had to lament the absence of an "intermittent" sweep on the windscreen wiper control, placed as it is on the T1 a handy one and a half arms' length away, although the weather remained cloudy.

On Saturday morning it was distinctly chilly, but by the time we had finished breakfast the sun had climbed over the mountains to reveal a day of the greatest clarity any of us could remember, with every rock and blade of tussock clearly delineated. The road from Lake Ohau to the main road is a classic, and one can well imagine the Works 1800TU number plate being attached to a new Bentley as the Mackenzie Country stands in for the Scottish Highlands, as well as the daily pleasure Eileen and Malcolm McMillan take in choosing the car from their collection of sports cars (Riley Special, Morgan Plus 8, Alvis 12/50 and an alloy bodied Jaguar C Type Replica built by Proteus) in the motor house. We had made the most of Eileen's and Malcolm's invitation to call that morning, and after that some of us visited friends in the area, while others travelled to Mt Cook. Lest our Winter Run becomes boring we have stayed away from Mt Cook and The Hermitage for a couple of years now, but perhaps we will be compelled to return to its special ambience...

We seldom have to dwell upon problems encountered, since our cars usually reward the care taken with them by utter reliability. A starting reluctance on one car was remedied by switching over to the spare coil thoughtfully provided by the manufacturers, and the original coil has returned to service once back to the (relative!) warmth of its garage in Christchurch. The occupants of the editorial T Type had to watch the dispiriting migration of a windscreen crack from a repaired stone chip, but the main problems encountered were flat tyres on John Davies's 20/25 and Bruce Carey's T Type. As further evidence of the erosion of western civilisation as we know it, the tyres could not be repaired at either Twizel or Omarama, so both cars were shadowed on the return trip by close relatives we happened to have to hand, and John seemed particularly happy to have the view of John Ferguson's delectable 25/30 Gurney Nutting Limousine GUL50 to further enhance the scenery.

The local newspaper *The South Canterbury Herald* for 20 June had a headline "Spotting a Rolls-Royce and a Bentley was a highlight during the South Canterbury Vintage Car Club's End of Season run" at Kimbell, near Fairlie, and includes a photograph of B169MX in the winter sunshine.

Thanks to all who attended from so far and wide are due, and to the donors of the prizes awarded at our final breakfast. We look forward to our next touring weekend from 16 to 18 November; the weather will be warmer than this below. Come and join us.



## Sir Frank Whittle and His Jet Engine by George Calder

I never cease to wonder at modern jet travel as we fly around the world and have often wondered how the jet engine came about. Quite by chance I found the book *Jet the Story of a Pioneer* which is the autobiography of Frank Whittle which was published in 1958. I found it to be a fascinating story with Rolls-Royce having a role in the final development and production of the first jet engines..

Every so often there are people who can think outside the square of what has gone before and have the ability to come up with a completely different way of doing something. These are the inventors, and Frank Whittle was one of them, and as a serving officer in the RAF came up with the idea of Jet propulsion for aeroplanes. From his initial idea to the jet engine being in useful service took 16 years and it was a struggle all the way to get the idea developed, tested and then into production. The whole enterprise was quite a saga, in some ways a sad and frustrating story for Whittle, but then finally recognition.

Frank Whittle was interested in flight as a child and gained some engineering skills in the workshop of his father's engineering business. In 1923, at the age of 16, he applied to the RAF to be an aircraft apprentice, and was accepted. During the three year apprenticeship, at which he did very well, he was involved in the base model aeroplane club and he credits this with his being given a Flight Cadetship to the RAF College at Cranwell when his apprenticeship was completed. This was a two year course of learning to fly and associated study and examinations. Each term required an assignment to be presented and for one assignment he chose the topic, "The future development of aircraft design". This is where he started thinking about means of propulsion other than propellers driven by piston engines, which have limitations at high altitude. He therefore came up with the idea of a gas turbine, initially, he thought, to drive propellers. Meanwhile he was doing well with his flying and was credited as being the first cadet to successfully perform a 'Bunt' which apparently is the first half of an outside loop! He became part of a display team which would perform unusual flying manoeuvres and crashed two planes while practising. He was unhurt. In 1928 he was posted to a fighter squadron at Hornchurch as a Pilot Officer. He enjoyed his duties and claimed later on that it was the most carefree time of his life. During this time he continued to develop his ideas for a gas turbine engine and was given an opportunity to present them to the Air Ministry. He was given a fair hearing, but was later advised in writing that his theory was wrong, and there were no materials which could be applied to what he was proposing. The Air Ministry was therefore not interested. Whittle decided anyway to go ahead and patent his idea so it went out and was published throughout the world, rather than being kept secret as it should have been. The patent was registered in January 1930. Whittle's idea was to have an engine with continuous combustion which would be used to provide thrust. Some of the combustion energy would be used to power a turbine which would drive a compressor to compress the air for the combustion.

Whittle then tried to find private backing for his idea but had no luck. I think that it would be fair to say that he was quite obsessed about it and he talked incessantly to anyone who would listen. Even his student pilots learnt all about it! To the credit of the RAF they realized his inventive talents and posted him to positions which were testing new ideas. They also encouraged his further studies and broke some rules to send him to Cambridge University to complete a degree in Aeronautical Engineering.

In 1935 his patent, for the Jet turbine, ran out and, as there seemed to be little prospect of getting it developed, and due to family financial commitments, he could not afford to renew the patent so he let it lapse. As fate would have it not long after he received a letter from an old Air Force associate from his training



days advising that he knew someone who might be interested in trying to set up an enterprise to develop his idea. Whittle was sceptical as to whether anything would come of it. However, it did, and little by little the right people in high places got involved, investment bankers were found and a development company was set up. The company was called Power Jets Ltd and it had a very complex ownership involving the Air Ministry, The Investment Bank, private investors and Whittle, who was to stay on the Air Force payroll and oversee the business, so long as it did not interfere with his Air Force responsibilities! The company also took over the ownership of new patents which had been applied for. Power Jets' task was to design, assemble, test and develop jet turbine engines for aeroplanes. The BT-H Company, Turbine and Electrical Engineers, in Rugby were contracted to make the major parts and Power Jets were assigned a space in their factory to do their work. Much work had to be done with only a small budget and it took some time to finalise the design, get all of the components from many different sub contractors and build the first prototype. Finally on the 12 April 1937 the jet turbine was ready for its first test run. Many BT-H personnel were on hand to assist and watch. The engine was started, which it did without any trouble. However, the RPM ran away out of control to a dangerous over speed, making a terrible screaming noise which of course had never been heard before. With this, all of the staff, helpers and watchers took to their heels running for cover in all directions. Only Whittle stayed at the controls frantically trying to stop the engine. Many changes were tried during the next weeks. However, the same thing occurred with each start up. Much was learned with these first tests and Whittle realised that further work would be required before he would have a workable engine. The first engine only had one combustion chamber and Whittle realized that multiple combustion chambers were required. It was a difficult time as funds were running low and much more money was needed. This took up a lot of time and energy getting the backing they needed to continue, but finally they had enough funds to build an engine with multiple combustion chambers. This new engine was finally completed and ready for testing in October 1938. By this time they had been moved on from the main BT-H Company works to a disused foundry building at Lutterworth just north of Rugby which was owned by BT-H. The reason given by BT-H was that the Jet Engine work was too noisy, dangerous and disruptive to their main production which would come to a standstill when testing was being done!

The development and testing carried on through 1938 and 1939 with slow but steady progress. The main problem was that they lacked the equipment to make the changes they needed, and had to wait for sub contractors, which took up time. Also, the development was mostly done by trial and error as they lacked the test equipment which they needed to tell them what was happening. Finally in June 1939 the designed maximum speed of 16,000 rpm was achieved. It was an important month for the future of the Whittle Jet engine. The Air Ministry and other important official bodies responsible for research and development acknowledged the success of the Whittle engine as the way forward for aeroplane propulsion. An order was placed with the Power Jet Company for the first flight engine and an experimental aeroplane was ordered from the Gloster Aircraft Company. Then the war intervened.

It was a very difficult time for Whittle and the ongoing development of the Jet engine. Whittle had hoped that the Air Ministry would set up Power Jets Ltd as the production operation to build the engines. However, this was not to be at the beginning of the war. The Air Ministry decided to keep Power Jets Ltd as consultants responsible for Design, Assembly of Prototypes, Testing and Development. The Air Ministry felt that there was already plenty of production capacity available elsewhere and orders for engines, to the Whittle design, were placed with BT-H and Rover Cars. Many problems arose with the initial production as both of these companies were not aeronautical engineers and just did not understand the importance of the weight of components and the





*Air Commodore Sir Frank Whittle, K.B.E., C.B., F.R.S.*

accuracy and quality control that was required. Also, both of these companies were independently trying to build jet engines to their own designs. The problem was that the Whittle engine was not yet fully developed with a number of issues still to resolve, the main one being the lack of speed control of the engine at the top end of the rpm and power output. It seems that their motivation was to get in first and have something of their own to patent. It all turned into a huge bureaucratic squabble. Whittle claimed after the war that it held up production for two years.

While all of this wrangling was going on the first flight engine, designated W1, was completed and fitted to the prototype Gloster Whittle E28/39 aeroplane which was ready for testing in May 1941. The great day in history for jet propulsion was fittingly at Cranwell Air Force Base in Lincolnshire, where Whittle had first formulated his ideas. On 15 May the Chief Test Pilot of Glosters, P.E.G (Gerry) Sayer took the Whittle jet powered aeroplane for its first flight, which was completed without any problems. Power Jets personnel had tried to get the Ministry to have a professional film unit to record the historic occasion, but without any luck. It seemed that the doubters didn't want any embarrassing evidence if the flight were unsuccessful! During the next few weeks many more flights were completed. The top brass came and saw and on one flight a speed of 370 mph was achieved, which was faster than the current Spitfire of the time. As the jet engine development was still secret, many of the serving RAF personnel could not believe what they were seeing. Rumour was rife, with some believing that the plane sucked itself along like a vacuum cleaner. One old RAF Officer thought he was going mad as he thought he had seen a plane take off without a propeller!

The pressure was now on to get completed engines finished for a twin engine fighter, 'the Meteor MK1,' which the Gloster Aircraft Company had designed. To add to their already huge work load, they were advised that three other companies were also experimenting with turbine engines namely: Metropolitan Vickers, de Havilland Aircraft Engines and Rolls-Royce. Power Jets Ltd was advised by the Ministry to act as consultants to these developments as well. About that time Ernest Hives had some

discussions with Whittle, confirming that Rolls-Royce realised that Jet Propulsion was the way forward for powering aircraft, and that after the war there would be a large surplus of piston engines, while the jet engine would be good business in the future.

Getting the jet engines into production dragged on through to the beginning of 1943. By then the relationship between Power Jets and Rover had completely broken down. This was when Rolls-Royce saw their opportunity, and with the support of the Ministry did a deal with Rover to exchange the Rolls-Royce Meteor tank engine production for Rover's official Jet engine production facilities. This included Rover's secret jet engine development facility. It was a very smart business move, brokered by Ernest Hives, and as we know the rest is history for Rolls-Royce involvement with jet engines.

With this change there came very rapid progress with the final development issues being resolved. This only amounted to some fine tuning of the angle of the turbine blades, which was perfected by Rolls-Royce. Whittle was ecstatic and wrote a congratulatory letter to Rolls-Royce. It was apparent that the original basic design that Whittle had come up with was correct all along and only needed



*The Power Jets W1 Engine*



fine tuning of the three main components, i.e. the compressor, the combustion chambers, and the turbine. The relationship between these items is critical. The first Gloster Meteor fighter aircraft, powered by Rolls-Royce Welland jet engines, were delivered to the RAF in May 1944. They were posted to 616 Squadron at Manston for operations against the V1 flying bombs. They were the only aeroplanes fast enough to catch up with the flying bombs, and they were credited with 14 kills.

It had taken 6 years of intensive work to get there, and the strain





on Whittle had taken its toll on his health, so he had to take time out to recover from nervous exhaustion. Added to this, he was very bitter about the way the development had been handled by the officials concerned, and was very critical of many of them, named in his autobiography. Towards the end of the war the Government



*The Gloster Whittle E28/39, powered by the W1 engine*

*Ernest Hives, Hs in Rolls-Royce parlance, created Baron Hives of Duffield in 1950, in a pencil sketch by Donald Eyre. Hs had much to do with the Allied victory in WW2, and rose from bicycle mechanic who repaired the Hon. C.S. Rolls's car when it broke down outside his employer's premises in 1901, to Chairman of Rolls-Royce Limited.*

nationalised his Power Jets Development Company, precluding him of any ongoing royalties for his invention. This just added to his woes. Finally the powers that be realised in 1948 that an injustice had been done, and he was awarded a KBE, while the Royal Commission for Awards for Inventions made him an award of £100,000. He retired from the Air Force in the same year with the rank of Air Commodore. He was much feted in his retirement, and lived to see his invention used in the modern jet age as we know it. He died in 1996 at the age of 89 years.



*RNZAF Official Photograph of Meteor NZ6001 at Ohakea 25 March 1946, negative number G4248, from an envelope apparently liberated from Wigram by Guy Robertson. He was told to burn them, but thought they were too nice to destroy. Photo via John King.*

### **A Warm Welcome to the Following New Members:**

Harry and Edith Devonish  
123a Mackenzie Avenue  
Christchurch 8023  
Telephone (03) 381 1936 027 229 3810  
[devs@xtra.co.nz](mailto:devs@xtra.co.nz)  
1992 Bentley Turbo "R" Chassis SCBZRO3AZMCH 35994

Andrew Bain and Jeremy Evans  
"Winchester" 53 Stokes Road,  
Balcairn 7477  
Telephone (03) 312 9866 0275 819 191  
[ajsbain@hotmail.com](mailto:ajsbain@hotmail.com)  
1959 Rolls-Royce Silver Cloud Chassis SNH250

## Bonhams Auction, Goodwood - Images Courtesy of Bonhams



(Clockwise from Above) The "Corgi" Double Pullman 40/50 h.p. Rolls-Royce, chassis 1907.

The Birkin Team Supercharged 4½ litre Bentley chassis HB3402  
Sir H.R.S. Birkin, Bart.

Birkin and HB3402 in the course of setting the Brooklands Outer Circuit  
Record of a lap average speed of 137.96 mph in March 1932.



The British auction house Bonhams held an auction as part of the Goodwood Festival of Speed on 29 June, and the Rolls-Royce 40/50 h.p. Double Pullman Limousine by Barker, which, because of the success of the model car of



the 1960s, is today known as "The Corgi Rolls-Royce," was sold for £4,705,500.

The great watch maker George Daniels died last year, and Bonhams sold the significant cars he had amassed, which included the ex-Cecil Clutton 1908 Grand Prix Italia, and the supercharged 4 ½ litre Bentley UU5871, chassis HB3402, one of Sir Henry Birkin's Team Cars, sold for £4,500,000.

We seem to have developed a bit of a Supercharged Bentley theme in this magazine,

with some Company News on page 16, and a book review on page 17.

## "Mr Jefferson's Virginia" the RROCA Spring Tour by Wendy Bryce



"Montpelier," Virginia

After recovering from the gruelling journey from New Zealand to our final destination, the beautiful city of Charlottesville, Virginia, we were able to meet up with the other Tour participants in the lovely Comfort Inn surroundings. The motel chosen by the Tour organisers was set back from the highway and up on a rise

surrounded by trees. There were large spaces for car parking and driving, and it was not long before the Tour participants all began to arrive and congregate for discussion around the cars. We went down to register and receive our folder with all the days activities programme and other special goodies in the Tour bag. Outside





in the warm Virginia sunshine, Clive was able to introduce me to many people he already knew from his time spent in the Rolls-Royce Owners' Club in Canada and America.

We got dressed for the cocktail hour and went downstairs. We had been invited by Matt Sysak to go out with him tomorrow (Monday) to Montpelier, the home of James and Dolly Madison.

During the cocktail hour we met a couple from North Carolina, Richard and Evelyn Coombs, who invited us to go out with them on Wednesday. The dinner was at round tables and we sat with lovely friendly people and everyone was so kind to us. We had salad, and there were two options: Chicken Parmigiano or Vegetarian Lasagne. We had a dessert of different cheesecakes.

After the meal, which was preceded by a speech of welcome from the organisers, Cortes and Susan Pauls, and Phil and Susan Brooks, it was also noted that Clive and I had come the longest distance, from New Zealand. There was another couple, the Gleasons, who had come from England. The fifth generation great-grandson of Thomas Jefferson himself was our special "after dinner guest". He spoke to us as if he were really Thomas Jefferson, and since he had a strong resemblance to his ancestor, and was also dressed in period costume with powder blue velvet jacket and knickerbockers, and the hair and skin colouring, his voice finished off the picture perfectly. I was extremely glad that I had just read Thomas Jefferson's biography before my journey to Virginia, so that I knew about all the history he referred to in his narrative. We took some photos as he was leaving, and it was intriguing to be able to shake his hand, and be close to maybe a very famous American leader. Who knows?

On Monday morning after a delicious breakfast in the breakfast room once more, we set off for the countryside of Virginia, in Matt Sysak's beautiful red Bentley Azure (2001) drop head coupe KB1-62547. We went to Montpelier, and had first, an introductory video about the house and its history, at the visitor centre, then we all walked back up to the house, where we had parked all the cars on a lower lawn in front of the mansion. We were taken in groups around the house interior, where "James Madison, Father of The Constitution, architect of the Bill of Rights, and president of the United States, conceived of the foundations of American democracy at Montpelier, his lifelong home." (From the Montpelier Brochure).

We sat in the library which he shared with his father, and could see out the window towards the beautiful Blue Ridge Mountains to the west, and felt privileged to be able to do so. After the tour of the house, Clive and I had photos with the bronze statues of James and Dolly Madison, and walked down to the visitor centre through the beautiful formal walled garden. I bought two postcards at the visitor centre, and then we went in convoy to the Stonefire

Kitchen restaurant in Barboursville for a most delicious lunch. After lunch we went driving around the country lanes looking for the Barboursville Winery, which we eventually found, and had a wine tasting. We were able to take the wine glasses with the name of the winery on them, which proved most handy for the rest of our holiday, and have now been transported safely back to New Zealand. We bought a bottle of chardonnay which we savoured during the week as well. We then went to the town of Orange to see the Church of Saint Thomas, which proved to have a most gorgeous stained glass window of an angel with the words, Tiffany of New York written underneath. Orange is quite a historic town, but unfortunately the James Madison museum is closed on Mondays. I took some photos of the angel in the church, which came out very well. While I was waiting to go down to breakfast on Tuesday morning, I noted these high points from Monday's outing.

The walled garden, irises blooming; the winery-half barrels filled with tiny red old fashioned pansies, violas; the drive through all Virginia's trees, the verdant spring growth shining through, little wildflowers growing along the way; the vista of Blue Ridge Mountains seen from the upstairs library at Montpelier; the real tulips, prolific, in bowls on the vanity in the ladies' bathroom at the visitor centre.



Tuesday, May 1<sup>st</sup>, the Nelson County ramble.

Today we were invited to go out with Paul Dorval from Quebec, Canada in his 1989 Silver Spirit saloon SAK-27229. It was a true pleasure because we also have a Silver Spirit, although ours is nowhere near as immaculate as Paul's. The Blue Ridge



Parkway in the mountains is so beautiful it took my breath away. We stopped at the Hump Back Rocks Information Centre, and I bought a little replica guitar for my daughter Fleur, and three postcards of the Blue Ridge Mountains. The little log cabins with verandas and rocking chairs were so picturesque, the atmosphere was enchanting. We drove a little further up the mountain road, and saw a baby bear eating leaves. I have never seen a baby bear before, so was pretty excited about it. Of course we knew the mother bear would be close by, so we did not stop. Further along, we stopped at a lookout, and a whole group of Rolls Royce and Bentley motor cars came as well, so we chatted and took photos. At the summit ridge, we all parked the cars and climbed up to see the view from the top and took more photos. We all set off again in convoy and arrived duly at Pharsalia, after coming down a winding road next to the river and Crabtree Falls. Pharsalia was amazing- we had a delicious lunch in a marquee and then looked at the grounds and had a tour of the plantation house by the owner, Florence (Foxye) Morgan. We learned about the history of the house and its occupants. I bought the book, *Pharsalia, an Antebellum Plantation*, by Errol Burland. "Pharsalia, built in 1814, was a working plantation and is a fifth generation family home. With a splendid view of the Tye river valley, nestled high on the slope of de Priest Mountain in Nelson County, Virginia, Pharsalia is surrounded by bountiful orchards, vineyards, lush gardens and spacious lawns". (from the brochure - Historic Pharsalia – the William Massie Plantation Home.)

On the way home, we stopped at the Exxon petrol station in Massie to buy petrol and Peter and Cheryl Holt pulled in with mechanical problems with their Silver Spur 1987. All the boys tried to help. To cut a long story short, Peter arranged for a tow truck to collect the car and they came back to the hotel in Paul's car with us. Tomorrow is another day. We had a bit of a rest, and then got dressed to go out for dinner with Paul at Tekapo's steak house, which proved delicious. I had garlic prawns, wild rice and salad. The highlights for today were the beauty of the Blue Ridge Mountains; Pharsalia; the little bronze fox on the stone; the outer room with the pussy willow; the wreath on the door and the old broomstick; a delicious meal with Paul at the steakhouse; and of



course the baby bear eating leaves.

Wednesday, 2<sup>nd</sup> May.

This morning we had breakfast and went as guest riders in Richard and Evelyn Coombs' 1934 2025 Freestone & Webb fixed head coupe GYD44. We had a lovely day. We went to Tuckahoe Plantation, the boyhood home of Thomas Jefferson, a National Historic Landmark, in Richmond, Virginia. It was a very warm balmy day like summer. "Tuckahoe is said to be the most complete plantation layout in North America, dating from the early eighteenth century. From 1745 to 1752 it was the boyhood home of Thomas Jefferson." (From the brochure on Tuckahoe). We saw beautiful gardens and herb gardens and were told the history of the house. We went into the old school house and the books were laid out for viewing. I bought the book on Tuckahoe for 5 dollars. We went into Scottsville for lunch at a lovely bistro. We had a Caesar Salad each with a crab cake on top and some lovely freshly

baked bread. It was delicious. The boys went to get an ice cream after that. It was stifling hot. We went out to see Pine Knot, but first we went to see Christ Church and a man telling the history of the church. He liked to hear himself talking, and it was probably a treat to have listeners. It was steaming hot by now. We found Pine Knot, and walked the long way down the driveway to the cottage. Quite primitive, but the atmosphere of the time was evident. "The rustic retreat of Edith and Theodore Roosevelt and their family during the time of his presidency, is nestled deep in the quiet of the Southern Albemarle County woods, 14 miles south of Charlottesville, Virginia. It was purchased in 1905, and has no electricity, no heating, plumbing, insulation or interior finish. On Sunday mornings the Roosevelts walked across the fields, half a mile away to the services at Christ Church", where we had just been. (From the brochure on Pine Knot).

We were exhausted by the time we returned to the motel. We got dressed for the pizza and movie night. Delicious Vegetarian Pizza; 2 choices for me, and a glass of Chardonnay; congenial company at the table. We then watched a film about wine making in Virginia, at the end of which I was very tired, even though I found the film very interesting.

Thursday, 3<sup>rd</sup> May.

Today we began with a lecture from a learned architect from the University of Virginia about Jefferson's designs for buildings using Palladio's Roman architecture. We then went to the University of Virginia for a tour. The architect was our tour guide. It was wonderful that we had already been told about the buildings before we saw them in reality. I took lots of photos. After the University, we went to Michie Tavern. We are the guest riders today of Doug



and Mary White, in their 20/25 1935 Barker saloon GBJ65.

Michie tavern was a most unusual place. When I got out of the car, my dream state had already begun and the magic had started. I was transported into another realm. We went into some shops to look, and I bought two little metal salt spoons for my colleagues back in New Zealand, and two serviette rings for Clive and me. We had lunch with Evelyn and Richard, an amazing lunch, mashed potato, beets, sweet tomatoes, black eyed peas, green beans, cornbread, and a sweet roll like a scone. Clive had fried chicken as well. We also had peach cobbler for dessert.

We went off again, with Mary and Doug, to Ashlawn Highland, the home of James Monroe. (From the brochure on Ashlawn Highland) "James Monroe held more offices than any other president. U.S. Senator, Minister to France, England and Spain; Governor of Virginia; Secretary of State, and of War; and fifth president of the United States (1817-1825). As President Jefferson's special envoy, Monroe negotiated the Louisiana Purchase in 1803. Monroe's presidency was termed 'The era of good feelings' and he was re-elected without opposition in 1820. Monroe purchased Ashlawn Highland (then called Highland) in 1793, because of his friendship with Thomas Jefferson. Today, Ashlawn Highland is a self supporting, 535 acre estate with the atmosphere of a working plantation." While we were waiting on the veranda for the tour guide to take us inside the house, I looked



up and saw the most beautiful tree, which appeared to speak to me, I was moved suddenly to tears, and just then, the tour guide said, "see that tree, that tree is 300 years old". I knew, and took several photos of that majestic old tree. We had a tour of the house and it transpired that Eliza, Monroe's daughter, was friendly with the daughter of Josephine (Napoleon's Josephine) whose name was Hortense. A lot of valuable gifts were sent from France because of this friendship.

After we left Ashlawn Highland, we went to Jefferson's Vineyards, and sat under the pergola in the shade for the rest of the afternoon until it was time to go to Monticello. When we arrived there, we could have time to look only briefly in the shop at the visitor centre, where I bought the architecture book of Palladio that Jefferson had himself used to create his designs. It was most inexpensive, and I am sure it will be a valuable resource for me over time. Monticello itself was amazing. I didn't want to build my hopes up too much in case I was disappointed, but it was beyond my wildest dreams. Still in my magic space, I was transfixed. We had a wonderful tour guide who I bonded with immediately and all the tour became just for me, because I was in my magic space. We even saw the dome room where we could take photos, even though the rest of the house was photo free. Then we went outside to see the house from the front. A full moon was coming up over the house and the sky was still and beautiful. The tour guide put my camera down on the brick edge of the fishpond and took a photo which made a perfect reflection in the water. I was most appreciative and shook his hand with gratitude. Off we went in the bus back down to the visitor centre.

We had a lovely meal with Mary and Doug at a restaurant underneath the wisteria outside as it was a balmy evening. I had falafels and pita bread, it was delicious. And we all shared a bottle of chardonnay. The highlights for me today were: arriving at Michie tavern in a dream landscape, the three hundred year old tree at Ashlawn Highland, a white oak, linden trees at Monticello, the moon over Monticello, sitting under trees at Jefferson Winery, sitting under the wisteria in the evening.

On Friday, we had a rest day to do our laundry and to collect our rental car. Richard and Evelyn took us to the airport to collect the

car, and then we went into the heart of Charlottesville and had lunch at Hamiltons. That was yummy; I had a vegetarian blue plate, consisting of delectable delights for the taste buds.



Soon it was again time to get dressed and go down for the wine tasting, and the final goodbye dinner, that none of us was looking forward to, saying goodbye, I mean. There was a wonderful little group playing gentle bluegrass type music beside our table, the meal was extensive and lovely and the hosts from the hotel were thanked profusely by the tour organisers, who were also thanked for all the work and thought they had put into this great event. Everyone agreed that it had been fantastic. They were presented with special pewter cups from the Monticello shop. I put some photos and books of New Zealand on a table for people to look at, and gave out the little gifts to the people who had taken us out in their cars, and the tour organisers, Cortes, Phil, and the two Susans. I am most grateful for being able to take part and I do not think I will ever be the same again after Virginia. What a wonderfully organised tour, full of surprises, delicious food, amazing homes, and exciting drives, through the heavenly landscape of Virginia. U.S.A.

## Company News



*Rolls-Royce Motors' images of the Ghost Extended Wheelbase Saloon, Goodwood Festival of Speed*

A Ghost Extended Wheelbase is the Race Director's car at this year's Goodwood Festival of Speed. The model, which boasts all the dynamic prowess of Ghost in an indulgent extended wheelbase experience, is one of two Rolls-Royce press fleet cars taking part in the festival this year.

Finished in midnight sapphire with a silver satin bonnet, the Ghost Extended Wheelbase will make light work of Goodwood's curves and hill climb, thanks to a sophisticated V12 direct-injection power plant married to an eight speed automatic transmission. As one would expect, power delivery is abundant yet effortless, with 563 hp available at a driver's disposal and a 0-62 time of just five seconds. Only when needed of course.

Double-wishbone front suspension and multi-link rear suspension contribute to the car's outstanding ride characteristics. Combined



with an intelligent, four cornered air-suspension system and electronic variable damping, Ghost Extended Wheelbase delivers the refinement demanded by the world's most exclusive customers, within a glorious hand-built interior bathed in light courtesy of a panoramic sunroof. Sumptuous hand stitched leathers in crème light and navy blue are framed by the car's dark wenge veneer.

A second Rolls-Royce press car, a Phantom Saloon Series II in beautiful blue velvet sparkle, will take to the hill at the Moving Motor Show on Thursday 28 June for exclusive media and VIP drives. Phantom Series II was launched at Geneva this year and the press car will be available for loans at the end of July.

For loan enquiries for either Ghost Extended Wheelbase or Phantom Series II please contact Nigel Wonnacott on 01243 384 062 or [nigel.wonnacott@rollsroycemotorcars.com](mailto:nigel.wonnacott@rollsroycemotorcars.com)



## *“Dr Finlay” 1929 20 HP Coupe by Hooper GEN39 by Philip Eilenberg*



During the restoration of my Big Bore Bentley Mk VI from 2005-2010, I was a passenger for a few thousand miles in George Urquhart's 1933 20/25 H.P. This whetted my appetite for a pre-WWII Rolls-Royce. As I was also co-organiser of the NZR-RBC Six-Pot Group with George, I had the chance to savour similar cars, including the Phantom range.

I decided pretty early on that a small horsepower Rolls-Royce tickled my fancy, so this meant choosing between a 20 H.P., 20/25 H.P., 25/30 H.P. or Wraith. After some investigation I decided that I wanted a car which was very different to the Bentley, so this meant the later 25/30 H.P. and Wraith were not chosen. As there were three other early 20/25 H.P.s in Auckland, I had the good fortune to sample them as well. Unfortunately there was very little to purchase in NZ, and after talking to most of the small horsepower owners in the club, I started searching the Internet, but good cars get sold quickly, and NZ is a long way away from where these cars are.

The two main sites I viewed were The Real Car Co. (one of the Club's advertisers) and PreWarCar.com. In mid-2011 I saw a 20 H.P. Coupé on PreWarCar.com and e-mailed the owner. He responded overnight and sent me more information and photographs. I very much liked the body shape and it looked very presentable so I asked whether I could get a pre-purchase report done by one of the heritage dealers. The owner said he was about an hour from P&A Wood so I contacted them and they could do a road test and mechanical workshop report for a couple of hundred pounds, which would take about half-day. Once I received the report I could see why their motto is "Attention to Detail". The report was five A4 pages and covered 120 points – I hate to think if they had done a full-day report, what size it would be. There were a lot of minor items, which you would expect for the age of the car but nothing major. They picked up a lot of "untidy screw heads", which meant the flats were not all aligned in the same direction!

I then decided to take the plunge and purchase it and with the favourable exchange rate at over £0.50 to NZ\$1, it was a very good buy. I decided to have two new tyres, a complete stainless steel exhaust and a Tim Payne overdrive fitted along with Fiennes Restoration carrying out some minor maintenance items. It was

then transported in a shared container to Felixstowe, where it was shipped to NZ via the Suez Canal and Asia. As it still had its original number plate "WM4068", I contacted Personalised Plates and "WM4068" was available, the "O" being the letter, so this was purchased. It went through the vehicle compliance with no issues and was finally on the road on 20 December 2011. As it was a "Doctor's Coupé" we decided to call it Dr. Finlay from the BBC series "Dr Finlay's Casebook" (shown 1962-1971), which centred on a general medical practice during the late 1920s.

It has some interesting history, which is all contained in folders with many photographs. The chassis was on test on 21 February 1929 and delivered to Hooper Coachbuilders on 9 May 1929, and the complete car was delivered to its first owner on 24 July 1929. Amongst the extensive documentation are the complete Hooper build records and invoice, chassis records, post-WWII log book and MOTs, all restoration invoices and many photographs.

The third owner, from early 1934, was Major-General Sir Reginald Stanham K.C.B. He married Helen Macarthur, who was a fifth generation member of the Macarthur family who in 1796 imported the first merino sheep into Australia. She inherited Camden Park, NSW and moved there from the UK with Sir Reginald and their son after WWII. Camden Park is still occupied by her descendants.

The black and white photograph was taken in 1935 and shows





Helen standing by GEN39. Sir Reginald is in the driver's seat. This was published in the June 2012 edition of *The Automobile* magazine. The car was painted from new as "Buff" and "Nigger Brown" with "Nigger Brown" upholstery. All external fittings were nickel plated and interior fittings were silver plate and white ivory.

Sir Reginald sold it on 5 January 1940 to Rolls-Royce with a £50 trade-in on an experimental Rolls-Royce Wraith, chassis 27GVI, later WXA6. G Newman & Co purchased GEN39 for £35. It was then acquired by the RAF and the rear converted into an ambulance. After the war it was used as a coal van, and in



1970 it was laid up in a barn in Berkshire by its sixth owner. The photograph was taken in 1984.

In the early 1990s it was purchased by James Black Restorations of Northern Ireland, who decided to restore it over four years for a tour to Jerusalem. The rear of the car was converted back to a coupé with dickey. The photograph shows the woodwork prior to new aluminium panels being made. The chassis was fully stripped and totally restored with most parts purchased from Jack Barclays – many thousands of pounds were spent as the invoices testify.

The self-drive tour from Belfast to Jerusalem was a return trip of



8,500 miles across the three continents of Europe, North Africa and Asia. A similar route from London to Jerusalem had already been travelled in a 1926 20 H.P. tourer in 2006 by another enthusiastic owner! The tour was completed during August/September 1997, and was trouble free. There are two selected photographs from the album that give a feel of what it was like. James said it always attracted many onlookers.



Following the tour, in 1998 it was sold via The Real Car Co to an owner in California who travelled under 3,000 miles before it was resold by The Real Car Co to its last UK owner in 2008. John Fasal, who wrote the book on the Twenty lived only a mile from GEN39 and knew the car well.

Unbelievably, in the same 2008 issue of the RREC (UK) Advertiser there was a private sale of a partly restored 1928 20 H.P. Hooper Coupé with dickey, and the new owners of both cars were located only four miles apart, although neither owner was to see each other in the cars in the time they owned them. This 20 H.P. was recently advertised and sold by P&A Wood in just a week for £80,000.

The last three photographs show the car as purchased. The Laycock overdrive makes for relaxed cruising at around 55mph



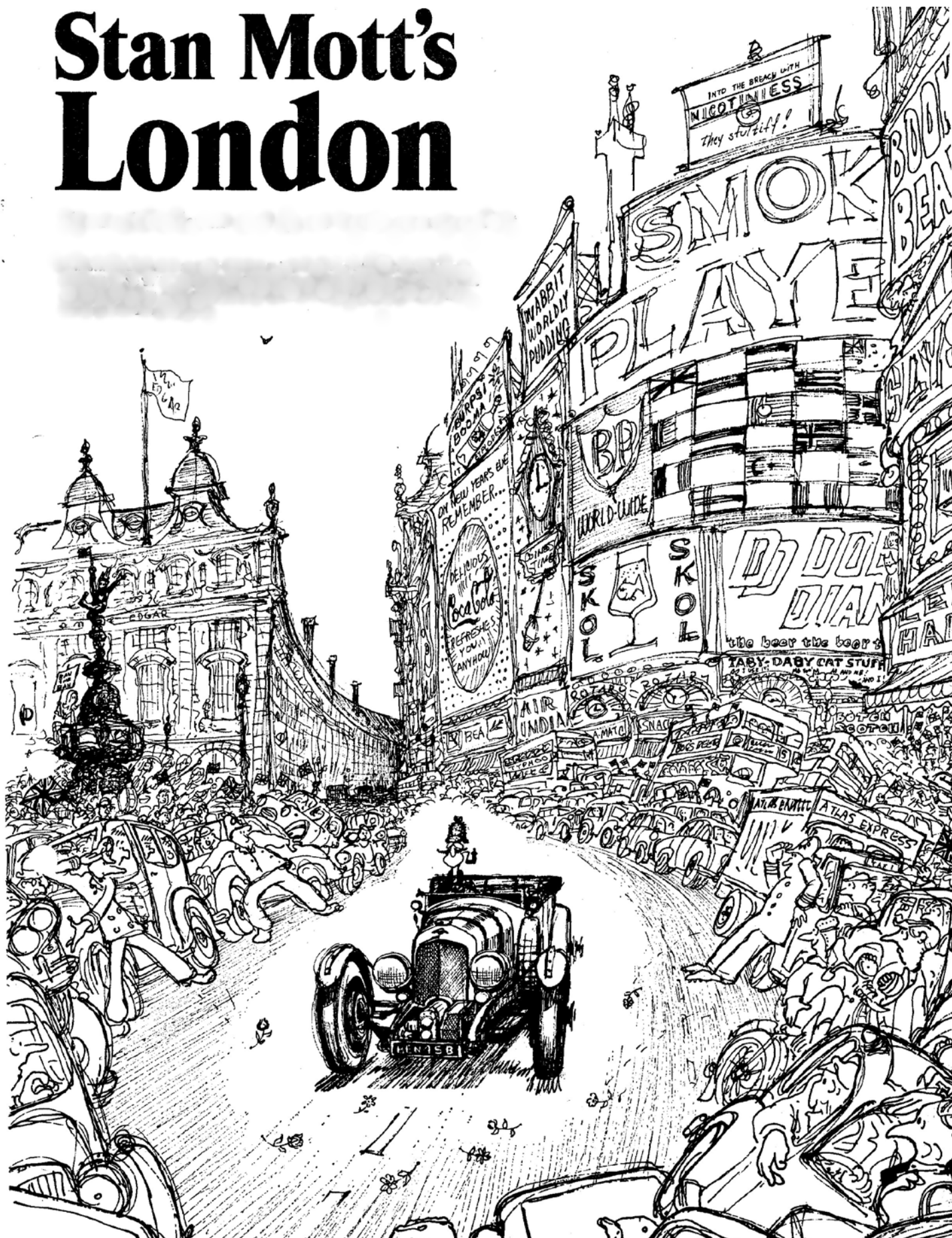
and it also works in third gear for winding roads and hills. The non-synchromesh 4-speed gearbox is relatively easy to use and the coupé bodywork is light compared to many 20 H.P. cars. The main reason Rolls-Royce fitted the larger 3.6 litre engine in the 20/25 H.P. was over-bodilying of the 20 H.P. with 7-seater limousines. Royce had only intended the chassis to have lightweight bodies fitted, and complained bitterly to the Sales Department. He said the Phantom chassis was made for the fitment of large bodies.

We look forward to many trouble free miles in Dr. Finlay.





# Stan Mott's London



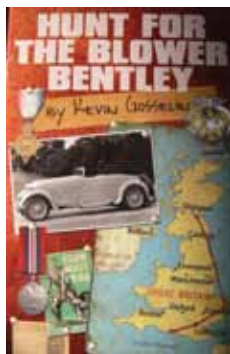
This drawing appeared in "Road and Track" magazine in January 1967. Its original caption said "It is still a disputed matter whether it is more prestigious to drive a Bugatti Type 57 or an ERA 1934 B-Type on the London byways. But there's no doubt among Londoners that the king of all automobiles is the blown Bentley 4½ litre." Stan Mott has given us permission to reprint his drawing, and a delving into Google will reward the lover of arcane art. His Cyclops Racing and Rallying Teams, Works Drivers Trebor Crunchcog and T. Tom Meshingear are immortal, and Stan Mott writes:

"If you think your readers would be interested in buying original art of my published work, the Amelia Island Concours d'Elegance Foundation will auction 350 pieces beginning June 1, 2012. It is a worthy cause in that ⅓ of the proceeds will go to charity. The website is: [ameliaconcours.org/](http://ameliaconcours.org/) If you would care to run that news in your publication you are most welcome.

Best regards,

Stan Mott, Minister of Propaganda, Automobili Cyclops SpA"





### HUNT FOR THE BLOWER BENTLEY

By Kevin Gosselin

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London N11 3GX

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The supercharged 4½ litre Bentley has induced varied emotions since it was first introduced, in 1929. W.O. Bentley was highly critical of it, writing in *My Life and My Cars* (Hutchinson, London, 1967) "To super-charge a Bentley engine was to pervert its design and corrupt its performance...Of course we were after speed and acceleration, but not by any falsely induced means; and I always held that the supercharger applied to a Bentley engine was, by its nature, a false inducer."

The supercharged Bentley came about because one of the most archetypical of the "Bentley Boys," Capt Sir H.R.S. ("Tim") Birkin, Bart (1896-1933), saw supercharging as the way to racing glory for Britain, Bentley, and Self, not necessarily in that order. He persuaded Amherst Villiers to design a special supercharger for the 4 ½ litre engine; Managing Director of Bentley Motors, Capt Woolf Barnato, to approve it; and The Hon. Dorothy Paget to finance a workshop and the purchasing of the raw materials to modify and build a team of racing cars. Barnato was then persuaded to let Birkin enter a team in the 1929 Le Mans 24 Hour Race, but the snag was that, for the entry to be valid, 50 supercharged cars had to be built for sale to customers. These were delivered between October 1929 and some time in 1933, as well as 5 racing cars for Birkin and his fellow Bentley Boy, the Australian Bernard Rubin. When asked why his company went broke, Bentley usually gave three reasons: the Great Depression, the 4 litre, and the "blower 4½s" in proportions of about 70, 20, and 10% respectively.

Since they were built, those 55 supercharged cars have achieved a mana which far exceeds the other 3,000 "W.O." chassis built at Cricklewood, helped no doubt by the author Ian Fleming's choice for his hero Commander J. Bond, to drive.

So, what has happened to those 55 cars? Could a previously lost supercharged Bentley be found? This is where our book for review comes in. Its hero, Faston Hanks, is an urbane American

who seems able to move in British society as easily as Fred Astaire. He is on the trail of the only car unaccounted for, chassis SM3912, a drop-head coupé by the coachbuilder Phillips, originally owned by The Lord Brougham and Vaux.

There is an idea for a ripping good yarn there somewhere, but this book isn't it. It would perhaps succeed in the Young Adult category, for, apart from some gratuitous violence, there is no sex, and no naughty words, but for anyone interested in old Bentleys and their provenance more has to be expected.

Our handsome wind-blown hero Faston Hanks has apparently had some success already in tracing cars and their pedigrees, and perhaps we should have read those books first, so that characters who appear in "Hunt For the Blower Bentley" without even an introduction to provide a shred of character sketching would mean something. We have a Charles and a Patrick, foisted upon us in the present tense, and, to keep us on our toes, events of 1939 are superimposed.

The author's choice of names for his characters is a bit bizarre: how about Blaine de Badenet for a car expert? There is a real person named Alain De Cadenet, Philatelist to H.M. Queen Elizabeth, vintage and modern racing driver, Spitfire pilot, and driving force behind his eponymous Le Mans racing car, which finished 3<sup>rd</sup> in 1976. One wonders how he feels about a disguise as thin as a false moustache. Your reviewer cannot help but remember the story of the Kiwi racing mechanic who helped with the Le Mans car, and Mr de Cadenet's wife (known only as "Biggies" for two very good reasons) who realised that the chaps were working in the mews garage beneath their London home around the clock with no sustenance. Her catering skills ran to ordering a round of Stilton cheese from Fortnum and Masons which the mechanics had to attack with their oily hands and tools.

For a book published in Britain there seems to be no attempt to use nomenclature familiar to those who have enjoyed Bentleys, ("fenders"?) but your reviewer will refrain (with difficulty) from railing against the American spelling which is so hard to avoid. It is all too easy to take cheap shots at Gosselin, "a Porsche racer who loves finding hidden cars" according to the book's blurb. The Bentley Drivers Club experts are invoked, but just how possible is it to build a new supercharged Bentley from scratch, and to a standard likely to convince them?

The review copy, now in the Club Library, was provided by MX Publishing  
A.T.K.

## Company News



Bentley Motors' images of (left) the ex-Birkin supercharged 4½ litre, chassis HB3403, en route to the Mille Miglia celebrations and (right) R Type Continental, chassis BC14C, followed by the new 6 litre W12 Coupé

W.O. Bentley's gift for creating cars that combined the speed of a thoroughbred racing machine with an enviable reputation for strength and comfort, allowing them to effortlessly cover hundreds of miles, is set to be underlined once again at the 2012 Mille Miglia when two 4½ litre Bentley Blowers take on the classic 1,000 mile endurance test.

Despite having a combined age of over 160 years, the Bentley Blowers are showing no signs of slowing down. The 4½ litre Supercharged 'Birkin Blower' – raced extensively by the legendary Le Mans winner and Bentley Boy Tim Birkin – has already

successfully completed the Mille Miglia in 2005 and 2011.

The Birkin's companion car is one of 50 Blowers built for road use and still appears at Bentley events around the world. It started life in 1930 as one of the company's first showroom demonstrators and is still performing its fair share of 'test drives' eight decades later. Rolf Frech, Bentley's Member of the Board for Engineering, who is leading the Bentley team at the Mille Miglia comments:

*"It is a privilege for the team to drive these remarkable cars at the Mille Miglia as they embody so many of the qualities that set Bentley apart from other marques and W.O. Bentley's brilliance as*



*an engineer. We look forward to driving another thousand miles and setting a decent pace in the true Bentley tradition."*

A 1954 company-owned R-Type Continental has also made the journey from England to Italy. Widely regarded as one of the most elegant cars to have sported Bentley's distinctive 'Winged B' emblem, the R-Type was also the world's fastest four seat luxury saloon when it was launched in 1952 (delivering a top speed of 115mph) and this year marks the car's 60<sup>th</sup> Anniversary.

The best of Bentley's motoring past will be accompanied across Italy by two modern Crewe-built cars – the 6.0 litre W12 Continental GT coupé and the recently launched 4.0 litre V8 GTC convertible – which are playing a pivotal role in cementing Bentley's position as one of the world's leading luxury carmakers.

Combining exhilarating levels of performance with all the advantages of a highly sophisticated all-wheel drive system as well as luxurious, handcrafted cabins, today's Bentley Continentals uphold the marque's reputation for building cars that can cover great distances quickly and with supreme ease.

Bentley's newly introduced 4.0 litre V8 engine delivers maximum power of 500 bhp (507 PS / 373 Kw) at 6000 rev/min and an extraordinary peak torque of 660 Nm (487 lb ft) which is available across virtually the entire rev range from 1700 to 5000 rev/min, providing exhilarating performance and effortless power delivery in the Bentley tradition.

Combined with a new close-ratio 8-speed automatic transmission, this translates into a 0-60 mph sprint time of 4.7 seconds for the GTC convertible and a top speed of 187 mph (303 km/h). At the same time, the new V8 achieves outstanding levels of fuel efficiency and CO<sub>2</sub> emissions for the luxury sector and is capable of travelling over 500 miles (800 km) on a single tank of fuel.



*Bentley Motors' images of the Mille Miglia celebrations.*

*(Left) Derek Bell Birkin Team Car, chassis HB3403 leads chassis SM3917 at the start, and (Right) summer in Italy.*

## **Derek Bell and Bentley "Mission Motorsport" Team at Le Mans**

Bentley's brand ambassador and five time Le Mans winner, Derek Bell MBE, returned to the iconic French race circuit on 9 July to spearhead a unique motor sport challenge.

Racing a 4 ½ litre Bentley Blower at the Le Mans Classic (in partnership with owner Martin Overington) Bell was supported by a 3-man pit crew from Mission Motorsport - a UK charity that rehabilitates seriously injured military personnel by actively involving them in a wide range of competitive motor racing challenges.

Bell's support team was led by former Royal Marine Commando Tony Compson, working alongside Gary Dunning and James Gillborn.

All three men have suffered serious, life-changing injuries on active service but that did not stop the Mission Motorsport team from delivering some of the fastest possible pit stops for Bell and Overington or working right through the night to ensure the Bentley Blower was able to race on Saturday.

Derek Bell commented: "It was an honour to have the Mission



*Bentley Motors' images of the Le Mans celebrations. (Left) Derek Bell sprints towards his car, which is shown in "All the Pre-War Bentleys – as New" as a standard 4½ litre H.J. Mulliner Saloon, chassis DS3573, and (Right) Martin Overington relieving Derek Bell.*



Motorsport lads as our support crew. They showed a real Le Mans spirit by working tirelessly on the car when we faced some major mechanical challenges and were fast and extremely focussed in the pit lane. It was genuinely hard to believe this was their first Le Mans experience or that these men are still recovering from some terrible injuries.”

Martin Overington added: “It was privilege to work with Tony, Gary and James. They were a huge asset throughout our campaign at Le Mans and Derek and I always felt we were in safe hands with the best possible chance of being competitive.”

Whilst there was disappointment that the Bentley Blower was unable to compete on Sunday, Bell and Overington secured a highly credible 15th out of 69 entries in the Saturday race with the Mission Motorsport team achieving a 92-second pit stop.

Major James Cameron, Director of Mission Motorsport said: “The challenge of going racing, being competitive and working in a team environment again is playing a key part in restoring the confidence and physical fitness of large numbers of service personnel who are currently on the long road to recovery. It really does not get much better than racing a Bentley at Le Mans with Derek Bell and we hope the story will inspire other people to support us.”

Bentley Motors, Derek Bell and Mission Motorsport would like to thank Martin Overington for his kind support during the Le Mans Classic race. The team was sponsored by Crewe Genuine Parts, suppliers of replacement parts for all Bentley and Rolls-Royce models built in Crewe, England from 1955 to the present day.

## Obituary from “The Manchester Guardian” 23 June 1933

Sir Henry Birkin, the racing motorist, died early yesterday morning in a London nursing home. He would have been 37 next month, and had been seriously ill for some weeks.

After serving throughout the war and rising to the rank of captain, Birkin found time to watch motor-racing in England and on the Continent. He determined that he would do as well as the accepted “aces”. Aided by a substantial private income Sir Henry acquired a fleet of racing cars and made his debut at Brooklands. Success followed success, and he carried off many honours. In the bigger races on the Continent the risky task of driving the potentially dangerous challengers to a standstill was invariably allotted to him.

It was a thankless business, and he knew that he had to crack his own machine to stand a chance of forcing the opponents off the road.

The greatest example of this self-sacrifice was witnessed in June, 1930, in the twenty-four hours’ endurance Le Mans race. He was driving a Bentley, and his orders were to go as fast as he could to pass the giant Mercedes Benz, driven by the German driver Caracciola. He carried out these orders and put up four of the most astonishing laps ever seen on this course. He passed the German

driver at 120 miles an hour with no tread left on one of his back tyres. Cries of apprehension went up when Birkin flashed by the stands with his back tyre in shreds. A second later and it had burst – but Birkin had succeeded in his object. He had set such a pace that the German, striving to hold him, had ruined his car and was forced to retire.

In recent years he had taken part in almost every leading motor-race in Europe. His greatest victory, perhaps, was in 1931 when he won the Le Mans twenty-four-hour road race by a handsome margin. But of all his brilliant deeds the lap record he set up at Brooklands in March last year was undoubtedly the finest. This lap is considered the most hazardous in the world, as it entails driving a car round the saucer-shaped track only inches off the outer rim. Beyond the rim is death. Birkin went round at an average speed of 137.96 miles an hour.

The accident which indirectly led to Sir Henry’s death occurred in the Tripoli Grand Prix race last month. During the road battle Sir Henry burnt his arm on the side of the exhaust pipe, and complications set in.

He will long be remembered as one of the most daring, brilliant, and sporting of racing drivers.



Another of Bonhams' images of Birkin's Team 4½ litre Supercharged Bentley, chassis HB3402.

*Reprinted with due acknowledgements to the Rolls Royce Enthusiasts' Club, and with thanks to Martin Vincent, who has conducted successful tests of Propylene Glycol, for his research.*

I originally wrote about this subject in 1997 and it appeared in RREC B222/55 May/June 1997, and is re-printed in RREC Technical Manual Number 5/163 (see the RREC Consolidated Technical Index).

Recently on the *Website for Enthusiasts of Rolls-Royce and Bentley Motor Cars* ([www.rrbew.co.uk](http://www.rrbew.co.uk)) I was very concerned to read this dire warning:

There was also the story behind this from Stephe Boddice. The two years were up so Stephe went and bought new Anti-freeze for his PIII (which won First in Class in 2005). His usual was out of stock so he bought the new "Advanced" with no warning of danger, saying it was compliant with the BS6580 and suitable for old cars. Four weeks later he found pools of water under the car. 5 months later he had a meeting with the National Technical Manager of the "Advanced" coolant manufacturer. He was categorical in his statement that this 'technology' is inappropriate for use in any Rolls-Royce or Bentley engine other than the latest Bentley GT and Goodwood Phantom. NO 'IFS' and NO 'BUTS'!

This is a **dire warning** concerning the change of formulae in various Anti-freeze products. Manufacturers have quietly moved to the new Organic Acid Technology (OAT) from the old Inorganic Additive Technology (IAT). That's fine for modern day cars BUT in most cases the anti-freeze is totally unsuitable to our types of cars and their ages. Unless the anti-freeze is specifically stated as IAT, you need to check with the manufacturer's technical department.

It turns out that the 'Advanced' coolant is manufactured using an Organic Acid Technology (OAT) corrosion inhibitor pack. The previous anti-freeze used an Inorganic Additive Technology (IAT). Evidence supplied to the retailer by the manufacturer admits that the OAT inhibited coolant is known to cause leak problems even in engines that do not use wet liners, the major fault with the inhibitor being that it attacks, amongst other things, silicon compounds. The most commonly used base compound for gasket sealants is silicon. It also attacks lead based products: lead bush in 20/25 Water Pump; solder in a Rolls-Royce radiator header tank.

In the USA ten years after General Motors began using Dex-Cool as an anti-freeze in most of its cars and light trucks, GM car and truck owners continue to complain that the coolant corrodes and clogs radiators and radiator caps, erodes water pumps, rots radiator hoses, causes chronic overheating and engine damage, while leading to leaky engine gaskets.

The conclusion:

**DO NOT USE OAT INHIBITED COOLANT IN YOUR 20th CENTURY ENGINE! DO NOT RELY ON COLOUR**

**Glossary of inhibitor terminology: -**

**IAT = Inorganic Additive Technology** is the chemical composition for the traditional anti-freezes that are blue in colour in UK and green in colour in the USA. An IAT can be used with either ethylene glycol (EG) or propylene glycol (PG). The normal IAT service life is two years or 30,000 miles (50,000 km). In the USA anti-freeze with IAT is called "conventionally inhibited".

**OAT = Organic Acid Technology** was the first long life / extended life anti-freeze. OAT can be either EG or PG but is mostly EG based. It was introduced in an effort to reduce maintenance costs, downtime and environmental disposal costs and issues.

With the introduction of this totally new concept, anti-freeze manufacturers wanted to differentiate this new product from existing anti-freezes. To accomplish this, they introduced different coloured dyes for their long life /extended life products. Orange and red dyes were used first. These dye colours are still used by General Motors and Caterpillar. Now it appears there may be virtually no limit to the different dye colours: Green, pink and blue have been added to the list of available OAT anti-freezes. It is recommended that OAT not be mixed with any other anti-freeze technology. The normal OAT anti-freeze service life is 5 years or 150,000 miles (250,000 km)

**HOAT = Hybrid Organic Acid Technology** is a combination of IAT and OAT with nitrites added. This makes HOAT suitable

for use in both light duty and heavy duty systems. Currently, two manufacturers are using HOAT for their vehicles. Daimler/Chrysler's version is dyed orange and contains 10% recycled antifreeze. Ford Motor Company's version is dyed yellow and does not contain any recycled antifreeze.

Both of these HOAT anti-freezes use the marketing designator of GO-5. They are compatible with each other but mixing them with IAT or OAT is not recommended.

The normal HOAT antifreeze service life is 5 years or 150,000 miles (250,000 km).

**NOAT - Nitrated Organic Acid Technology** is an OAT with nitrates added. This makes NOAT also suitable for use in both light duty and heavy duty systems. NOAT and HOAT are very similar in performance characteristics. The normal NOAT service life is 5 years or 150,000 miles (250,000 km).

1. The colour of anti-freeze is no longer an accurate indicator as to whether it is an IAT, OAT, HOAT or NOAT formulation. There are currently at least two oranges, two reds, green, dark green, yellow, blue, blue-green, clear and pink dye colours available. Further, some anti-freeze manufacturers market a "universal" anti-freeze they say is compatible with all OAT, HOAT and NOAT formulations. These "universal" formulas are not for use with IAT and they will not convert an IAT to a long life or extended antifreeze.

2. The officially recommended coolant for Rolls-Royce/Bentley V8 engines is a 50/50 solution of water and ICI 007/400F antifreeze. The latter is still available from any Bentley Main Dealer – see <http://www.bentleymotors.com> for contact details.

3. The change of inhibitors was driven by the car manufacturers who were looking for improved coolant performance with, amongst other needs, extended product life. Engine designs were changed, including new seals, sealants and gaskets being introduced on a model by model basis. The manufacturers started selectively to introduce OAT coolants from about 1995, and virtually all engines manufactured since 2005 are now compliant with this technology.

4. The only recent mention of Antifreeze in the RREC Bulletin was in July 2008 Spares Corner B289/23. It is most unhelpful for it ignores propylene glycol and all its advantages clearly stated in Technical Manual Number 5; and states simply that: "in the UK look for an antifreeze which meets or exceeds the requirements of BS6580." This statement implies that OAT is suitable for all our cars and is incorrect. The problem for the public is that OAT versions comply with BS6580. The same applies to HOA and NOAT. Compliance with BS6580 is not enough to look for: if you need IAT – Inorganic Additive Technology and it is not stated on the product label do not use it until you have checked with the manufacturer.

In the winter of 1953, I could not afford Bluecol, so the engine was drained, and I only used the 1933 Morris Minor on days above freezing. At the same time, in accordance with R-R instructions, owners of pre-war Rolls-Royce cars were draining the water if there was no antifreeze, and, also following R-R instructions, draining the anti-freeze in summer. We now know that the mixture of metals with a pre-war engine causes electrolysis, particularly attacking aluminium water pipes, and cylinder heads. Anti-freeze contains inhibitors and should be used all year round to stop corrosion. All the vehicle anti-freeze I knew appeared blue (e.g. Bluecol), and contained ethylene glycol. Its characteristics:

**1. Ethylene glycol is very toxic.**

**2. As little as 30 ml of ethylene glycol can be fatal in adults, 4 ml kills a cat. I will not have it on my property, in case children or animals get to drink it.**

**3. Ethylene glycol damages the paint.**

**4. 1/2 to 1% of Ethylene Glycol in the oil causes rapid main bearing failure resulting in the shutdown of the engine.**

The solution: **use propylene glycol**, and also be environmentally friendly.

1. propylene glycol is hazy yellow in colour, is non-toxic (will not damage paint), is bio-degradable, and can be mixed with drinking water.

2. propylene glycol has a bitter taste that makes it less attractive



to curious animals.

3. propylene glycol does not persist in the environment. It is readily consumed by micro-organisms. In an activated sludge treatment plant operating at 65 deg F, PG is fully degraded within 24 hours.

4. propylene glycol does not break down into corrosive elements, and can be used for many years retaining excellent aluminium protection, and prevention of lime scaling around the copper tubes in the blocks.

5. Tests have shown that aluminium corrosion was lower for PG based anti-freeze than for an EG version.

6. In laboratory and engine dynamometer studies, PG antifreeze has performed better than similar products containing EG with regard to cast iron cavitation corrosion.

7. Fuel economy, heat transfer, and other key performance characteristics were the same for both PG and EG coolants.

Public pressure in France has forced the introduction of PG.

Since 1998 propylene glycol based alternatives have been available highlighting the "green" aspect. However, the latest purchases from Carrefour and Auchan (both monopropylene glycol) are now 100% "Organique" and comply with AFNOR (NRF IS

601 type 3). I am not prepared to test in my cars to see if they are OK.

In California, a very environmentally aware state, they have done a lot of testing on propylene glycol. Sta-Clean AntifreezeTM is one recommended product, used extensively by transport fleets, and by RROC members. It is conventionally inhibited and with correct maintenance their test fleet has run 800,000 miles without changing anti-freeze. They have tested (and show a film of the test) an engine running with 8% anti-freeze added to the oil and are the only manufacturer to claim it will not harm bearings.

In the UK John and Melanie Els in November 2007 introduced a website [www.antifreezekills.co.uk](http://www.antifreezekills.co.uk) after losing their best friend and dearest companion Barrie, a beautiful ginger cat to anti-freeze poisoning. This resulted in a petition to the Prime Minister to get manufacturers to add a bittering agent: Denatonium. This failed to get Government support. They did not petition to introduce PG only stating that "Another solution is to stop using ethylene glycol and replace it with propylene glycol, although finding this alternative in stores seems to be a problem."

In 1994 (and in 2009), I also could find no product using propylene glycol marketed only for automotive use. Fernox manufactured in 1994 an automotive targeted product based as the others on ethylene glycol, but also had and still manufacture a propylene glycol product, Fernox Alpha II, which is suitable for all wet systems combining steel, cast iron, brass and aluminium. The corrosion prevention properties substantially surpass the BS 6580 which makes it suitable for automotive use.

For fifteen years in my Rolls-Royce cars and my 1956 Rover 75, I have been using Fernox Alpha II. It is available from top quality plumbers merchants (£19.99 inc Vat and delivery) from Supreme Plumbing for five litres as compared with £19.99 inc VAT for 5 litres of Ethylene Glycol Antifreeze from MotorWorld). The ten year cost for ethylene glycol is £100 per 5 litres. Fernox say it is good for 20 years in a domestic central heating system. As long as the ph level is above 7 I am on 20

year changing cycles at a cost of £10 per 5 litres over 10 years. So it cheaper, and with all its advantages!

I used to use a 50% mixture with ethylene glycol, and I currently do the same with propylene glycol. As we have evaporation with the old cars, I always top up with the same mix. You should note that the protection with propylene glycol does not take effect until there is a minimum 25% mixture.

A word about water; untreated water is corrosive. Distilled water is the most corrosive. On no account should water from water softeners be used in an engine coolant as it contains harmful salts. Distilled water is expensive to make needing an evaporation process (cheap if you have a de-humidifier), so de-ionised water is what is sold instead (and is used in 50/50 manufacturer's mix). It is used to top up car batteries. Mains tap does contain some bad things but also some good things that help stop corrosion. If the good things are missing then extra cost is involved to add inhibitors to distilled, de-ionised water, to replace the good elements taken out from tap water.

You run the risk that the inhibitor in your antifreeze may not have these added inhibitors added. However, mains tap water may have excessive solids, hardness, chlorides or sulphates, or the local water company may have added chemicals for taste and clarity reasons that are not recommended for cooling systems (fluorides, magnesium, chlorides, calcium, acids, and gases). Whether the inhibitors deal effectively with all environments in a given anti-freeze is always unclear. Given all these variables and lack of detail given on the products being sold, unless you are using Fernox Alpha II buy a 50/50 mix where you can be certain to have the best protection particularly against lime scale. Fernox Alpha II handles the hard water south of the Bristol/Wash line, the soft water of the North with the high lead content in Scotland, and similar ranges across Europe and elsewhere.

I asked Fernox, Cookson Electronics, Forsyth Road, Sheerwater, Woking, Surrey GU21 5RZ to give me their comments, which follow:

*"It is the properties of the inhibitor which produce the durable characteristics you refer to in respect of Fernox Alpha II. As suppliers to the domestic heating market, we are obliged to use propylene glycol for the reasons of low toxicity you refer to in your article. In the past, ethylene glycol was significantly cheaper than propylene glycol and so found favour for automotive applications. However, the price differential is now much reduced and the safety benefits of propylene glycol should undoubtedly bring it into consideration for more widespread use.*

*"Alpha II is used by a number of car enthusiasts as an antifreeze of choice and it is proven by the fact that it has been used for many years without any detrimental effects. It is compatibility with metal and rubbers that is important and not the specific ingredient within the inhibitor/antifreeze blend. While it is important to emphasise that the product was not specifically designed for automotive use, it does substantially surpass the requirements of BS6580 the standard for automotive anti-freeze.*

*"Whilst propylene glycol is less dangerous than ethylene glycol, contact with skin and paint should still be avoided, as should ingestion. We recommend users to refer to the manufacturers product and safety data sheets for more specific information concerning product safety and disposal."*



More images from the Southern Region Run to Lake Ohau: (Left) David Merryweather and his Silver Cloud 2 SRA67 at Mt Cook (Right) Andrew and Bruce McIlroy with John Davies and the Tibetan National Flag which GXR10 proudly flies

**FOR SALE: Bentley R Type parts:** brake linings, reproduction handbook and more. Phone Michael 0274 148 145

**Expressions of interest** are invited for my 1993 Bentley Continental Corniche 111 Convertible. Chassis no 30587. Brooklands Green. 55000 Kms. Original, unmarked and impeccable. Owned for 10 years with 1 previous owner. Ring RB Cleave, 09 5758115 or 0274 984259 with suggestions. E-mail [rcleave@ihug.co.nz](mailto:rcleave@ihug.co.nz)



**For Sale:** 1974 Rolls-Royce Silver Shadow chassis SRH20069 Silver over Caribbean Blue. 87,000 miles, a very nice example; needs accumulator re-build. We have owned the car since 1993. Also for disposal: Daimlers, and Austin 1300s. I need to make time for Daimler Straight 8 restoration project. Offers to Glen Wilson Paeroa 07 862 4857 [glw@actrix.co.nz](mailto:glw@actrix.co.nz)



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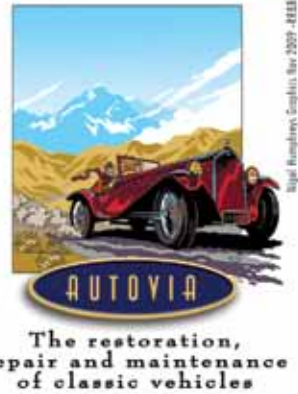


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Left, a 1960 Alfa 2000 Spider by Touring, and Rolls Royce Silver Cloud III James Young at Autovia's workshop.



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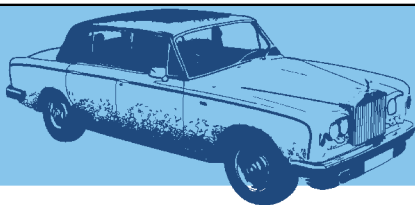
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## Club Calendar

Full details are also contained on our Web Site [www.nzrrbc.co.nz](http://www.nzrrbc.co.nz)

### National

**Annual General Meeting: Chateau Tongariro Saturday/Sunday 6/7 April 2013** (weekend after Easter) organised by Northern Region. Please note these dates on your calendars.

### Central Region

**Sunday 23 September:** Visit to John Cameron at Carterton to view his current Rolls-Royce fleet and to pick daffodils. There will be a charge for visitors to see the daffodils, with the proceeds being donated to charity. The previous Saturday afternoon 22nd is the time for the next committee meeting followed by dinner at Soprano's in Petone.

**Saturday 19-Monday 22 October: Labour weekend. Combined Northern and Central Region Taranaki rally.** The weekend's events will include a visit to the Patea freezing works museum on the way to New Plymouth, also to the Pukeiti Rhododendron Trust, to the Puke Ariki museum, and to Tupare, the Chapman-Taylor house which was formerly the home of Sir Russell Matthews and his family. His son John owns a Rolls-Royce 20HP which we also hope to visit. The Tawhiti Museum at Hawera is a recommended visit for those who have not already been there.

**Sunday 25 November:** Central Region AGM to be held in Wanganui. Weekend also possibly to include a visit to a vehicle restoration shop and/or a trip on the Waimarie paddle steamer on the Whanganui River. The AGM venue and the overnight stay are to be confirmed.

**January 2013.** Visit to Somes Island at a date to be advised.

### Southern Region

**Friday 16 to Sunday 18 November: Canterbury Anniversary Weekend** and our traditional Long Touring Weekend, this time to Otago. Further details will be advised.

**Sunday 25 November: Hawkswood Hill Climb** north of Cheviot, organised by the Country Gents' Club, an ideal opportunity for a picnic run in congenial surroundings.

Please note these dates on your calendars. Suggestions for these and additional events are always welcome.

### Invitations

**Sunday evening 14 October to Saturday 20 October, Christchurch NZ National Classic Rally** based at McLeans Island is open to any vehicle of any age considered by its owner to be a classic. The Rally programme includes three tourday runs to Akaroa, Kaikoura and Geraldine. There will also be a scenic tour through the Canterbury Quake Zones, a big charity automobilia auction, track day and BBQ at the Powerbuilt Ruapuna Raceway, national Concours d'Elegance, an autogymkhana, and prizegiving dinner. Additional optional excursions are also being arranged. To enter download the entry form PDF from website [www.nzclassiccar.org.nz](http://www.nzclassiccar.org.nz) and forward with \$50 entry fee deposit to PO Box 12-209, Christchurch 8242.



British High Commissioner

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New Zealand

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### GREAT BRITISH CAR RALLY 17-22 FEBRUARY 2013 JOIN US FOR ANOTHER INCREDIBLE JOURNEY

On Sunday 19 October 1997 the NZ-UK Link All British Car Rally set off from Auckland bound for Christchurch. As you know, it was an incredible journey with over 400 cars competing at different stages throughout the week.

Fifteen years later it seems to us that the time has come to repeat the journey and take another thrilling ride from Auckland to Christchurch. But this time branded the GREAT British Car Rally.

It will start in Auckland on Sunday 17 February and finish in Christchurch on Friday 22 February; the second anniversary of the Christchurch earthquake. We would like to put on a GREAT car show for Christchurch.

The GREAT British Car Rally will be fundraising for four charities: Starship Children's Hospital, Save the Children (Wellington branch) and two charities based in Christchurch: the Christchurch City Mission and a charity with mental health focus (which is yet to be confirmed).

You will be pleased to hear that once again Ross Church has agreed to be our Rally Director. So together, we will create a buzz and level of excitement that will sweep down the country as we make this GREAT journey with events in each main city promoting the best of Britain.

We have also been in touch with Pat Alston, the mastermind behind 1997 rally and we are hopeful that she may be able to join us for part of this GREAT journey.

The rally will be open to all British cars - both classic and new and we will follow the same route from Auckland to Christchurch. As in 1997, you will be able to join us for the whole rally or complete as many stages as you wish. All the information is available on our website: [www.ukinnewzealand.fco.gov.uk/GREATbritishcarrally](http://www.ukinnewzealand.fco.gov.uk/GREATbritishcarrally).

Ross has very kindly offered to donate a prize to the participant and car from the Link rally that also completes the 2013 GREAT British Car Rally. This will be judged on the basis of "those that best represent that British/New Zealand spirit of motoring".

We hope that many of the 1997 rally participants will join us for another INCREDIBLE JOURNEY along with other British car enthusiasts.

Please contact us via the website or email Amanda Anslow at: [greatbritishcarrally@gmail.com](mailto:greatbritishcarrally@gmail.com) to register your interest, or phone Amanda on (04) 4764659. Our website will be updated regularly to keep you up-to-date with all the latest information.

We look forward to hearing from you.

Yours sincerely

Vicki Treadell CMG MVO

British High Commissioner

**In June 2013 the Rolls-Royce Enthusiasts' Club is organising a Centenary Celebration of the Rolls-Royce success in the 1913 Alpine Trials.**

Their Past Chairman, Tony James, writes: "If you or any of your colleagues would like further information, please contact the prime organiser of the rally, who is Len Meades - e-mail [lenmeades@btinternet.com](mailto:lenmeades@btinternet.com) or Tel: +44 (0)1346 730 373."