



# New Zealand Rolls-Royce & Bentley Club Inc

Club Founded 1972

Issue 21-1-2021

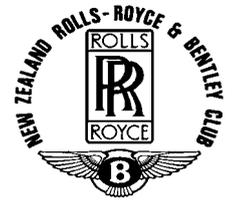




## NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC)

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## Membership

**MEMBERSHIP** of the New Zealand Rolls-Royce & Bentley Club Inc is open to anyone with an interest in these two marques, whether or not they are the owner of a Rolls-Royce or Bentley. Your Membership SUBSCRIPTION includes the Club Magazine (6 issues annually), the right to attend all Club events and activities, and to partake in Club management.

**FEES** Registration Fee \$ 10.00 (once only)  
Annual Membership Fee \$115.00 Family membership \$5.00

**CONTACT** Membership Registrar NZ Rolls-Royce & Bentley Club, Inc  
Naomi Neill, 773 Back Ormond Road, Gisborne 4071 Phone: (06) 867

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Email: [diknomi9@gmail.com](mailto:diknomi9@gmail.com) or [www.nzrrbc.org.nz](http://www.nzrrbc.org.nz) then **APPLICATION FORM**

## Advertising

Classified advertisements pertaining to Rolls-Royce and Bentley are free to Financial Members who do not deal regularly in cars or services. Advertisements may be submitted to the Editor, Tom King, Phone 09 6240 532, e-mail [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz) Apartment 118, Ranfurly Village, 539 Mt Albert Road, Three Kings, Auckland 1042. Commercial advertisements will be subject to a charge to the advertiser at a rate for colour advertisements of \$135 a half page, and \$270 a full page, payable to the NZRR&BC Inc.

## Comment

As we experience our summer, and our cautious enjoyment of it, we cannot help but have sympathy for our family and friends, whether we know them or not, who are enduring difficult times. A great deal of time and effort will be spent in chronicling these times, and it would be impertinent for this magazine to presume to have anything worth reading, so here is just a thought for the parallels between our ancestors who came here by waka or ship, knowing that they were unlikely to see their families again, and our isolation in this fragile haven of a country. When travel overseas again becomes practicable; when infection rates fall; when aeroplanes' air ventilation and filtering systems are addressed; when frequency of flights and fare levels make the concept even a glimmer of hope; and when travel insurance is able to be contemplated; then perhaps venturing beyond these shores before advancing age precludes it, could be enjoyed.

Until then, we have a perfectly good little country here, fully equipped with the fine summer weather already mentioned, just waiting to be explored. We hear of several club members and friends who have undertaken extensive road journeys recently, and in this magazine we have an account of a run organised by a member of the Southern Region Committee, along with details of the Annual General Meeting Weekend being organised for Anzac Weekend, 23 to 26 April, based around a beautiful part of the South Island, and an Entry Form for the event.

We hope to see you there.

We sympathise with members who are battling illness and the effects of a nasty accident, and hope that you are comfortable. Our stalwart member Clive Edmonds is enduring the final stages of his fight with prostate cancer, but he assures us that he continues to celebrate every sunrise. We join with him in this, and also with the local tui, and their own way of brightening each day.

A great deal of editorial time can be taken up in noting chassis numbers for articles and photograph captions. The sources are many; memory, often faulty, Ken White's and Roy Tilley's *Rolls-Royce and Bentley in the Land of the Silver Fern*, the *Club Register of Vehicles* which our Past Chairman, Rod Newport, produced in 2008, telephone calls and email enquiries. I could go on...

This brings me to the question, does it matter? I don't have any illusions that this magazine, likely to end up in patients' waiting rooms, is a source of record, but please let me know if you want me to continue to be a Chassis Number Anorak or not.

**(Covers) David Thomson's photo of 101RY outside the Carnegie Library, Hokitika; and looking a little misty. NEXT MAGAZINE**

**Deadline for receipt of all material for Issue 21-22 March**

# New Zealand Rolls-Royce & Bentley Club (Inc) Notice of 2021 Annual General Meeting at Methven on Page 4

## Club Regional Calendar

### NORTHERN REGION EVENTS:

**Sunday 24 January: Annual Picnic** We kick off the year in grand style with our club picnic, again very kindly hosted by Dick Langridge at his property in Brookby. This is always a great day out, so put it in your diary. I will send detailed instructions on how to get there nearer the time.

**Tuesday 2 February: Noggin and Natter** This year's first N&N - at The Good Home, Mt Eden. NOTE Tuesday, as Monday is a holiday. For those dining, arrive around 6 to 6.30, otherwise 7-ish.

**Sunday 14 February: Eilerslie Inter-marque Concours** We will have a display there. Anyone wishing to take their car along, please contact Philip Eilenberg (021) 928041 [peilenbergnz@gmail.com](mailto:peilenbergnz@gmail.com)

**Sunday 7 March: Annual Brit & Euro Show** Lloyd Ellsmore Park, Pakuranga

### CENTRAL REGION EVENTS:

**Advance Notice of 2022 National Annual General Meeting:** The Central Region Committee has decided that they will host the event during the weekend of 22 to 24 April, with ANZAC Day falling on the Monday holiday. Further details will be confirmed closer to the date.

### SOUTHERN REGION EVENTS:

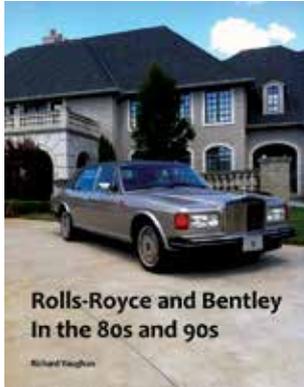
**Sunday 31 January 2021: Annual Homestead Run** possibly to Orari Gorge Station, organised by Martin Vincent.

**Anzac Weekend Friday to Monday 24-26 April 2021:** National Annual General Meeting based at Methven, overseen by Murray Hawkes with a team of supporters.

## We Welcome the Following New Members

Mark and Judith Lines  
P.O. Box 842  
Kerikeri 0245  
Phones (09) 401 0056 and (021) 425 734  
Email [mjlines@xtra.co.nz](mailto:mjlines@xtra.co.nz)  
1963 E Type Jaguar

## Club Members' Advertisements



**FOR SALE: Book "Rolls-Royce and Bentley in the 80s and 90s"** by Richard Vaughan, as reviewed in our 20-2. I accidentally bought two copies through Amazon and paid \$NZ210 each. Selling for \$110 o.n.o. including postage. 'Phone Alan Crisp 027 7395 952

**FOR SALE: 1923 ROLLS-ROYCE 20HP** (GA69) Reg RR20HP.

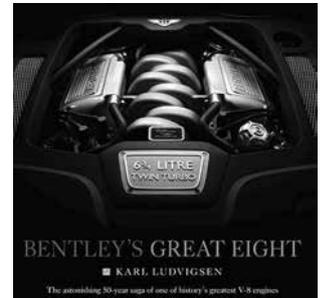
This car arrived in NZ new as a rolling chassis. It is listed on page 314 of "Rolls-Royce & Bentley in the Land of the Silver Fern" It currently carries its third body, a two door and dicky seat. It has recently had a full engine and gearbox rebuild and has many modifications including 4 wheel hydraulic brakes, to produce a safe reliable driver's car. Price on application, Don Cresswell Ph 07 868 2250 or 021 721 792 [crezwell2@gmail.com](mailto:crezwell2@gmail.com)

**WANTED TO BUY: Rolls-Royce Silver Shadow I 1971 onwards.** A past member now regrets selling his, and looks for a good replacement. Contact Peter Romer [romers@xtra.co.nz](mailto:romers@xtra.co.nz)

### A PLEA FOR HELP

Is there a member in Aotearoa who has the book entitled *Bentley's Great Eight*, the history of the Rolls-Royce/Bentley V8 engine, and who is willing to lend or sell the book to me?

My son in Edinburgh bought me what could have been the last copy available on the second-hand market, but since being posted to me in March it has got lost en route. Winsbury White (09) 424 7554 or 021 776 714 [leecottage7@gmail.com](mailto:leecottage7@gmail.com)



## New Zealand Rolls-Royce & Bentley Club (Inc) National Annual General Meeting Run 23-26 April 2021 (ANZAC Weekend)



*Anne Hutchison's photograph of the view from a Bentley of the main road heading towards Canterbury.*

To assist us all in finding a NEW and BETTER "normal" for 2021, following a frighteningly unstable 2020, the Southern Region Committee of your RRBC is preparing for a memorable and enjoyable ANZAC weekend AGM in Canterbury's rural heartland, Methven and surroundings.

Accommodation is available at Brinkley Resort in Methven from 23 until 26 April; bookings should be made directly with Brinkley quoting RRBC at [info@brinkleyresort.co.nz](mailto:info@brinkleyresort.co.nz). Brinkley has two bedroom apartments and cheaper studio units. They are offering the two bedroom apartments at \$250/night for two couples. <https://www.brinkleyresort.co.nz/>.

The Concours d'Elegance and AGM will also be run at Brinkley.

For those requiring accommodation in Christchurch prior to or following the run, the Heritage Hotel who have hosted us previously can provide accommodation at a special discounted rate of \$175 a night, with the benefits of their central location, secure underground parking and being at the starting point for the Friday run. Contact the hotel directly at: [res@heritagehotels.co.nz](mailto:res@heritagehotels.co.nz) quoting RRBC. <https://www.heritagehotels.co.nz/heritage-christchurch>

We will assemble in Christchurch on the morning of **Friday 23 April** and enjoy a walk around the rebuilt/rebuilding city centre; for those wanting a more leisurely option, a tram ride through the centre can be arranged. Brilliant Autumnal sunshine has been arranged by the weather sub-committee.

Afternoon we will depart the Square for a back-road tour through to Methven. Because there is a geologist on the committee we are obliged to visit the fault trace at Greendale, whence the earth was rent asunder on 4 September 2010, but will make up for it by visiting the same Geo's favourite craft beer bar after checking in at the Brinkley.

Brinkley is on the (growing) Northern edge of Methven. Adventurous types may wish to visit the A&P Show-grounds (grass) or pick up a brochure for a walk around the historic (old) centre of this former railway town.

We dine on Friday at Brinkley at the Shackleton's restaurant.

On **Saturday morning** we plan to cross back over the Rakaia Gorge, from Mid Canterbury to North Canterbury (no passports required) and be hosted at Snowdon Station by the Tripp family. From there a foothills wander will take us to the Gunyah homestead for lunch. Again the climate committee has requested an exemption to climate change policy and a warm sunny day during which it will seem absurd that the nearby settlement was named Windwhistle due to the propensity for disturbed airs.

**Saturday afternoon** will be free, with some suggested activities, but most of you will be preparing for the Concours showing of your cars at Brinkley, and preparing the political intrigues which are expected to precede the AGM that evening.

The venue and format for Saturday evening's festivities are yet to be confirmed. However, it will be within a short walk from the accommodation.

**Sunday** will see us bright and shiny, still not quite believing how well the climate sub-committee have proved their influence, and proceeding south, visiting Mount Somers station and Hakatere in the upper Ashburton Gorge, then back through Inverary Station with a shingle road option over the Lower Downs, or seal through Mayfield (a dangerous route due to the infamous "Overflow" store, loaded with pre-used treasures; a trailer may be advised), re-joining at Geraldine for lunch. Geraldine has a number of museums and craft establishments which may be of interest. Return to Methven by routes to be confirmed.

Our farewell dinner will again be at the Brinkley's Shackleton's restaurant. Yet to be decided whether the climate sub-committee will be arranging a cold snap to promote fireside ports, or stick with the al fresco theme of the rest of the weekend.

**Monday** breakfast will see us begin to disperse. For those with an interest in velocity, they may have the option to spend a few hours back in South Canterbury at the Levels Raceway. At this stage we are not sure what form this would take, whether following a pace car on the track or limited free access to the track. The track is an hour and a half from Methven, and two hours back to Christchurch; an interesting day for those who may be interested. We require feedback to see how much interest there will be, as there will be some cost involved. Contact Murray Hawkes [alford.geoconsultants@xtra.co.nz](mailto:alford.geoconsultants@xtra.co.nz) or (021) 311 335.

An Entry Form is included with this magazine.

## The Triumph of Another Slick Operation - Northern Region AGM by Winsbury White with Photographs by Anne Hutchison



*While their carers partake of lunch and a little light Annual General Meeting, here the faithful conveyances sit out in the weather.*

Come 29 November, the usual number of enthusiasts showed up for the business at hand and/or the well conducted meal provided by the experts once again at the Fish Restaurant, Hilton Hotel Auckland. It was a pity, perhaps, that the frequent showers demolished the usual views down the harbour, but not the stimulating conversations. I wonder how many of those centred on cars?

The current committee was firmly ensconced back in power. Rodney Hutchison capably handled the chair in the absence of Simon Longuet-Higgins.

General business was focussed on upcoming events: Derek Evennett's October run to New Plymouth, Napier's Art Deco and the 2022 Martinborough National AGM, our 50th. There was a discussion also about a possible expedition to the Far North. The future for the club library books of the Northern and Southern regions was aired once again.

Your reporter and Rodney have put hours into cataloguing Northern Region books held at the Auckland Vintage Car Clubrooms at Penrose. This project should be completed early in the new year, ready to be transferred to our website, followed at some point by the books currently held at Bruce McIlroy's premises.

It was interesting to see two new marque cars in the parking area; Derek Evennett's Silver Dawn ex UK and Rodney Hutchison's Bentley Continental R.

Northern Region members have for long had a tradition of keeping the AGM to a maximum time duration usually of 30 minutes, and it was interesting to observe Rodney frequently tracking time so that the tradition could once again be maintained, leaving plenty of eating time.



**Southern Region Tour to the West Coast 13 to 15 November 2020**  
**Report by Keith Hunter ; Photos by Neil Cremasco, Erin Oakley and David Thomson**



*As fine a collection of treasures built in Derby and Crewe, ready for exercise on those glorious West Coast roads.*



*Note the halo effect; organisers Ann Richardson and Keith Hunter displaying decorum at The Last Resort, Karamea.*

Blessed are we.

This thought drifted my neuronal byways on Friday 13 November (yes, yes, never mind the date) at 8.00am as I stood waiting in the commodious carpark of the Belfast Tavern, otherwise known as The Peg, discussing with three handsome young cattle beasts the state of the nation. The pub is known as The Peg, for it is the location of the “7-Mile Peg”, denoting that distance from the centre of Christchurch. Perhaps not quite so important today, but certainly of note if, heading south on horseback, you had just crossed the wide and braided Waimakariri.

And why was I standing in deep discussion with these fine beasts, which reminded me of my half-formed inclination toward a life vegetarian, a leaning that started during my student holiday job a half century earlier working on the gut floor of Ocean Beach Freezing Works? Because they greeted me through the fence in eager enquiry, and the discussion passed the time as I awaited the arrival of the small but select group who had accepted my offer of three days of fine touring in delightful company. And The Peg? Because placed as it is at the beginning of the motorway north out of Christchurch, The Peg is the natural jumping off point for legions of motoring adventures on wheels four or two. And blessed? Well now then; where would you rather be? We have suffered 25 Covid-19 related deaths. If this precious country of

ours had the same Covid-19 death rate as the U.S., we would be mourning 4,450 deaths. Where would you rather be?

And so blessed, in the warm early morning sun I rested my eye on the sublime lines of The Jimmy, the Silver Cloud III by James Young, the company of which I have been fortunate to enjoy these past 18 years, and waited.

The waiting was soon over, the Caribbean Blue T1 of Neil Cremasco slipping in beside The Jimmy. Close behind squirted the newly acquired Vascular Express, the crimson Continental R piloted by Rodney Hutchison, copilot Anne, and a Gayeless (more’s the pity) Winsbury reclined in leather-bound splendour in the rear.

Next up the Thomson Phantom II Continental, David at the helm of the car purchased by his grandfather in 1952 and today crewed by Margaret with friends John and Erin in the stern quarters. Last but not least, Tony and Margaret Lee in the Silver Cloud II. With them aboard, riding instructions were given, the most significant rejoinder being that enjoyment was compulsory. Bang on the dot of 0900hrs we set sail north to be joined at Amberley by Donald and Jenny Wright in the W12 Continental GT missile, which was then fired in the general direction of Culverden.

Culverden, in a remarkably green North Canterbury; Culverden and the Red Post Café to enable the addressing of caffeine deficit before the long dry until Reefton. The flat straight lines of Amuri give way to the rising curves up to the Lewis Pass and the long wriggle down to Springs Junction. Here we turn left and chase the Inangahua. This road, the 45 km of SH7 from Springs Junction to Reefton simply must be on the list of Top Ten drives! The beech trees lining the road, dappled light, the river on its boulder base growing from a mountain stream to a fully fledged river just alongside the road, the road itself, the curves, the cambers, the views that open until we are popped out of the valley into Reefton.

Reefton sits right on top of the Alpine Fault, but that did not deter us from finding lunch. Our early start from Christchurch had been to allow lunch at Reefton before an afternoon side trip for those not taken up by siesta, and all found the reserves of stamina for the 55km spin to Blackball. Our outward took us on SH7 to Ikamatua, where a right turn took us over the Rough River, a tributary of the Grey, and down the west flank of the Grey. We passed the turn-off to Pike River and the Pike River Memorial, acknowledged that shadow, and reached Blackball.



*From left, Winsbury White, Margaret Lee, Erin Oakley, Margaret Morgan, John Snelling, Keith Hunter, Ann Richardson, Jenny and Donald Wright, Tony Lee, Neil Cremasco, Rodney and Anne Hutchison photographed at The Last Resort, Karamea..*



*We sense a “Cease and Desist” somewhere in the hotel’s title Formerly the Blackball Hilton.*

There are two necessary stops in Blackball. The first is undoubtedly the Formerly the Blackball Hilton, built in 1910, some 9 years before Conrad started mucking about with hotels. This hotel has the history of Blackball and mining built into and all through, and rewards the time spent, Monteith’s in hand, reading the walls. The second stop is the Blackball Salami Company - sausage heaven!

Sausage satisfied, we hop back down onto the Taylorville-Blackball Road and head downstream to cross the Grey to Stillwater and SH7. That highway takes us back along river flats donated by the Grey, to Reefton and dinner at Paula’s Alfresco, wine, merriment and general boasting. Neil was awarded the Blackball Salami Prize for the greatest distance driven, Betty the T having carried him from the delightfully named Cosy Nook on the deepest, darkest Southland coast, just slightly north of Stewart Island, all the way to Christchurch and onward. Winsbury may have travelled further, but borne by wings of gossamer or some other alloy.



*Westport Municipal Chambers, built between 1938 and 1941; New Zealand had plenty of other commitments, but could still come up with this splendid structure.*

**Saturday 14 November.** Breakfast. Coffee and the efforts of the pig and the chook, while sitting in the sun at a café table on Reefton’s main street sidewalk. A most pleasant way to start a day in the company of The Jimmy, a bit of a strain for the chook and even less pleasant for the pig.

And off we go, heading out on SH69 north, not to Alaska but to Inangahua, site of a Big Shake in 1968. At the Inangahua Junction where the Inangahua River debouches into the Buller, left hand down a bit takes us onto SH6 and down the Buller Gorge.

And this one must be on your list of “Must Drive”s, following that muscular river to the sea at Westport. We stop 15kms down SH6, drawn to a halt by the sight of the Vascular Express parked at the roadside at Berlins Cafe, where the VE crew was victualling. We all lined up with the VE and stood about posing until the victualling experience was complete and we all sailed for Westport, arriving in convenient time for caffeine maintenance.

Now Westport really is worth a look. This long-neglected part of the country is finding rejuvenation, and, what’s more,



*This is what our reporter missed by not visiting Denniston. Your editor has vivid memories of the gravel incline, the bends, the dust, and the many buses encountered at shift change time in the late 1950s.*



despite a forecast of dribbly stuff, the sun shone, the birds sang, and I would like to thank most sincerely whomever it was who made meteorological way for us in the face of gloomy forecasts. On SH67 out of Westport, Karamea-bound, we pass the turnoff to Denniston. Now I have motorcycled up that access road with its 3,723 alpine corners, 1:2 gradient and total rise beyond the height of Everest, and on two wheels it was great fun. To test The

Jimmy's coolant on the way up and arresters on the way down I decided not, and continued straight ahead. Coolant and arresters would meet a testing time enough over the Karamea Bluff. I was to learn later, from the pilot of the Vascular Express and to my shame, chagrin and discomfiture, that while I fluttered the yellow flag the Thomson Phantom was followed up the incline and that the latter wafted with ease as though up the Mall.



*These photographs were taken outside Berlins Café, on the Inangahua side of the Buller Gorge. They also have accommodation ranging upwards from tent sites.*



We pass Granity, where the sea wears away seafront properties and water-wings are worn to bed on stormy nights, Hector and Ngakawha where the coal trains load Stockton coal, and turn inland to confront the Karamea Bluff.

The Karamea Bluff road - yet another to add to your list of 'Must Drive's. Built after the huge Murchison earthquake of 1929 turned much of the region on its head and destroyed the earlier more inland road routed to avoid the Bluff, the Karamea



*Something to tell the grand-chicks about: "Did I ever tell you about the time I saw a Rolls-Royce Phantom II Continental?"*

Highway climbs over 400 metres through podocarp forests, gives spectacular views of the coast, crosses a high plateau of green farmland and drops back to sea level at Little Wanganui. By the time we reach Karamea and the Last Resort, cunning planning having us arrive at a fortuitous lunch hour, we are on the same latitude as Wellington. Indeed, if you were to don your boots and walk the last bit of The Coast up to Farewell Spit, you would find yourself level with Levin. But you wouldn't be there in time for lunch.

We check in at the Last Resort and find that we are all assigned to rooms in the wing reserved for the aged, infirm, and generally dissolute. Rodney may not, but I feel at home immediately, on all three counts. It is a great place, the Last Resort, a sprawling collection of rooms and facilities; an excellent relaxatorium. We lunch a la carte (if you will!!) and the rest of the afternoon is given for general snuffling about Karamea or post-prandial snoozing. The latter has a strong appeal.

Dinner is at the Resort, a bunch of tables pushed together in the part of the dining area set aside for Noisy Persons, and I shall once again apologise for telling yet again the Wire Brush and Dettol story. It was only a short stagger in handcuffs back to the Dissolute Wing.

**Sunday 15th;** An early start on a long day. No time for curlers and petticoat pressing before we hit the road - more than 450km and 6 hours to Christchurch, with important matters of caffeine and lunch to be attended along the way. So off it is, back over the Bluff, down the coast, skipping in between the waves at Granity, to Westport, coffee -Aaah!

And now SH6 on down the Coast, onto the coast itself a little south of Charleston, down through Punakaiki where the bus parks are unsurprisingly empty - oh, joy, oh, joy, oh, frabjous joy; the

motoring benefits of closed, well, semi-porous borders - and on to the edge, the very perilous edge of Greymouth (some fell into Greymouth in search of fossil fuels) and hang a left onto SH7, one up the numerical scale from our previous tarmac experience. Up the Grey River again, through Dobson to the Stillwater of two days before, Friday. This time, though, we turn right, up the Arnold Valley, heading for.... yes, lunch. Well, Moana, on Lake Brunner, where the Stationhouse Café looks out over the railway line and station to the lake and offers the weary traveller a suitable repast, and coffee. We sit at tables out front on the verandah. We repast. We coffee. But we lack Tony, Margaret, and Cloud II - they have taken a break and will stay in Greymouth a night or two.

So to the last leg - along Lake Brunner Road where the wind verily doth blow through Inchbonnie; on a previous windy journey on that road I observed a caravan and its contents spread in small pieces over the topography, the wind having tossed the caravan end-for-end and left the chassis standing naked and ashamed. Jeremy Clarkson would have approved.

Over the Taramakau River we join SH73, the Arthur's Pass road, at Jacksons. Up the Pass, over that wonderful climbing (or falling, depending on your direction of travel) viaduct upon which I have no wish to be when the Alpine Fault sneezes, and down through the village of Arthur's Pass. The Canterbury high country opens out in its own set of colours, contours, valley and range vistas; a touring road. With a general downhill drift little throttle is required, and the foothills fall away.

All that is left is to drone across the plains, aiming at the shadow of the Port Hills.

A Sheffield pie, perchance to scald the palate?

Nah! Head for home.

Thank you, travelling companions - we had a good time!!



*Just to show that club members occasionally call at a café, here the travellers have gathered at the hostelry Formerly the Blackball Hilton.*

## Taking the Road Less Travelled, by David Thomson



*The Flying Lady seems to have turned slightly, the better to enjoy her first viewing of the West Coast.*

While the rest of the ‘Wet Coat’ tour party headed back to Canterbury on Show Weekend Sunday, as per the approved schedule, the Phantom II rebels elected to extend their sojourn on the far side for a few more days, tripping down the coast to visit family in Hokitika.

Amazingly, for a car that has spent most of its almost 70 years in New Zealand South Island-based, this trip was its first across the main divide; on the other hand, perhaps this lack of West Coast experience was not entirely surprising as my grandfather, T.A.Thomson, was never the most adventurous of travellers, and especially not in his later years. And, of course, in the heyday of the Phantom II being used as the main form of Thomson family transport, routes such as the Haast Pass road had not yet been created, while the Arthur’s and Lewis Passes were far more demanding than now.

Westland roads suited the big old lady of our family well; with plenty of long straights, nothing too taxing in the way of hills, and light traffic volumes most of the time, motoring was relaxed. Glorious weather played its part too, with pauses for lunch at the Fox River Market (Sundays only) and at nearby Punakaiki (pleasantly un-touristed) particular highlights on the 230km run from Karamea to Hokitika.

While the Hokitika focus was family, this pleasant town has plenty else of interest too.

How many with an aviation bent, for example, know that New Zealand’s first scheduled air service left Hokitika for Haast on 18 December 1934? As it happens, just a few months after our Phantom II was delivered to its first owner in London.

Air New Zealand traces its origins to that pioneering start with a small fleet of de Havilland aircraft under the Air Travel (NZ) banner. There’s a small plaque and information board at the site of the airfield from which that first flight left, adjacent to the main

highway, just south of the Hokitika River.

These days, flights leave from a different site, on the northern edge of the town, and this current airfield is home to Hokitika’s Rusty Relics.

Officially known as the Westland Industrial Heritage Park, the Rusty Relics set up is an enthusiast-run collection of old machinery, much of it either in working order, or being restored; stationary engines from the early sawmilling and mining days; fire engines; steam and horse-drawn vehicles.

The park was started by a group of self-confessed “mature (old) men who love big engines” and has become a sprawling blokes’ sheds enterprise.

The men of our group left our lovely ladies to explore the retail delights of Hokitika and popped along to pay Rusty Relics a visit. A planned hour morphed into a full morning, and could have been longer but for foregoing the chance to fully explore the kilometre-long miniature railway under construction in the bush adjacent to the heritage park.

Back in town, the ladies found items to purchase at a Creative Fibre Exhibition, set up in Hokitika’s Carnegie Library Building. One of a dozen survivors from the 18 Carnegie Libraries that once existed in New Zealand, this magnificent 1906 building provided a fine backdrop for our cover photo of 101RY.

Naturally, the West Coast had to become the Wet Coast eventually, and our return run over the main divide – our first Arthur’s Pass crossing in the Phantom – was completed in showery conditions following heavy overnight rain.

The icing on the cake of a trouble-free 970 miles was a final calculation of fuel consumption for the trip. We count anything in double figures as a decent result, and a final tally of 10.1 miles per gallon for the expedition was most satisfactory given the nature of terrain covered.

## Central Region Annual General Meeting Weekend, Napier 21 and 22 November by Wendy Bryce



*(From left) Elliott Snelling, Craig Pinny, John Buchanan, Gary Nichols, Helen Nichols, Lawson Hoggard, Vicki Hoggard, Pam Hoggard, Ian Hoggard, Clive Edmonds, Alex Garrett, Wendy Bryce, Lyn Garrett, Carol Snelling, and Judith Pinny.*

After having planned this event down to the last detail, changing our venue from Ahuriri, where we usually have been based, I chose Te Pania this time, for its central location where members could walk about the city and waterfront, with the panorama of

the view from their windows.

All settled; menus for Saturday night dinner, and meeting in the boardroom on Sunday morning. Lunch was then to be at the Mission Estate, after a run along the Marine Parade through Meeanee to the Old Church for photo opportunities, arriving at the Mission eventually....for lunch at 1 pm. Also, John Buchanan had the idea of having an afternoon tea at the Hawke's Bay Club on Saturday afternoon to greet each other and relax in the posh surroundings, a great idea, at his own expense, a kind gesture to us....

However, the Great Flood of Napier occurred, and I received an email from the Head Office of Scenic Hotels in Christchurch, with the words "due to flooding at Te Pania, we regret to inform you that your event has been cancelled".....

Help!!!

I phoned the Masonic Hotel to see if they could help me; "Sorry we do not have seven rooms at that time (two weeks from then). But we do own the Expressotel at Clive Square, we can book you seven rooms there if you wish but be quick, because everyone is in the same boat as you...."

So I phoned everyone who had booked at Te Pania, to ask if they would change venue, they all agreed, so I sent a follow up email to them all, with the booking code, and called the subject "Stable in Bethlehem".

I told them all to book quickly for obvious reasons, which they all did....then...where to have dinner for the group of fifteen on a Saturday night two weeks away.....the Masonic had a skeleton staff having just re opened the restaurant after closing during COVID, and truly, my thinking cap was getting stretched somewhat by now, but, Lo, light at the end of the tunnel in the form of an Angel called Angela, who was managing the dining room at the County Hotel, and after an interview with her, describing what I had in mind, we had our new dinner venue, with set menu for fifteen people, on a Saturday night, two weeks away....thank you....

We then needed a meeting room for our AGM, and Angela was then able to put me in touch with the manager at Hawke's Bay



*St Mary's Church, Meanee, was built in 1863, but has been de-consecrated and is now used for various events. The colonial clerical architecture certainly harmonises with Clive Edmonds's Corniche V, John Buchanan's Turbo R and Ian Hoggard's Silver Cloud II..*



*The coastline at Napier never fails to delight; here are the evolutionary Rolls-Royce Corniche designs of Clive Edmonds and Craig Pinny, with John Buchanan's Bentley Turbo R.*

Club, to book the boardroom (big front room) for 10:15 am on the Sunday morning...

Now all sorted, as the Mission Estate lunch remained intact due to the fact that it is safely on a hill in Church Road...

I felt totally blessed, and of course the weekend was a resounding success from beginning to end.

During our Central Region AGM, it transpired that there was some protracted discussion on the hosting by Central Region of the National AGM in 2022. Our previous arrangement had been with Peppers Hotel in Martinborough, and my understanding from the Conference management, that because of the COVID situation of last year, and the fact that the National AGM in Southern Region was cancelled for 2020 and will re-surface in 2021, I was to contact the Peppers Hotel in 2021, in April, (a year from our hosting) and finalise the financial details then.

In our recent Central Region AGM, as we have been prevented from discussion in the group, because of our wide geographical area, there was concern that Martinborough was not central enough transport wise, not consistent enough with room costs, and the feeling of the meeting was that we should now look into the possibility of Palmerston North as the proposed venue for

Central Region's hosting of the National AGM in 2022.

So that is how our meeting arrived at this decision, and so I wish to present it to the rest of the regions for approval.

Our committee is still the same, with John Buchanan as Chairman; Wendy Bryce and Elliott Snelling as Co-Secretaries; Craig Pinny as Treasurer; Committee Members Carol Snelling, Judith Pinny, Ian and Pam Hoggard; and Alex and Lyn Garrett as support persons in the Whanganui and Taranaki area whenever required.

Roger Lloyd, our beloved Founder remains avidly interested in all our adventures, even though his advancing age may prevent him from bodily attending Central Region events. We are always in contact by telephone.

Because of Clive's failing health, and his cancer now in the bone marrow, I have requested through the meeting, that I have leave of absence until it is time to organise the next Central Region AGM, and this was granted by the members present. I feel truly blessed that we, here in New Zealand, have been able to still experience life much more normally than most of the rest of the world.

A happy New Year to all, in our Club, New Zealand Rolls-Royce & Bentley Club, Inc.

## ***Southern Region Annual General Meeting***

This was held last November, and some evolutionary changes have occurred. After many years at the helm, Geoff Walls has retired, and Murray Hawkes has been elected in his place. Your editor has valued Geoff's wisdom and friendship for well over fifty years, and it is good to know that he will remain in close touch with the Committee. Martin Vincent stays on as Secretary, and the Committee members, Keith Hunter and Bruce McIlroy, have been joined by Jeremy Stace. This is a good time to note that Geoff competes in his Mark VI Bentley "big bore, small boot"; Martin in his R Type Bentley; Keith in his Rolls-Royces Silver Shadow and Silver Cloud III as well as his Bentley S3; Bruce in his Rolls-Royce Silver Ghost and Bentley 4¼-litre; and Jeremy has a Bentley Continental GT as well as a frighteningly fast E Type Jaguar which looks as if it is a "lightweight."



## ***A Christmas Gathering at Kerikeri Reported and Photographed by Philip Eilenberg***



*A pleasant gathering at Kerikeri, with Adrian Garrett's early 40/50 HP Rolls-Royce meeting Perry and Kelly Slako's Silver Shadow II, and new members Mark and Judith Lines's early E Type Jaguar.*

Some long-term friends, Mark and Judith Lines, moved from Auckland to Kerikeri last year. They already knew recently joined club members Robert and Wendy Malone, who had lived there for some years and own a 1954 Bentley R-Type, chassis B22XN. Norma and I were invited for a long weekend stay and we thought it would be great to have some Christmas drinks with all the Kerikeri club members at the new house, after such a disrupted year. Those who came were long-time members Adrian Garrett (1911

Rolls-Royce Silver Ghost, chassis 1749), Steve and Dot Wynne (1925 3 litre Bentley, chassis NR513) and Perry and Kelly Slako (Rolls-Royce Silver Shadow II, chassis SRH33210). Unfortunately, Angela Houry was in Auckland for the America's Cup racing. Mark and Judith Lines own a stunning early 3.8 litre E-type Jaguar in British Racing Green with green interior. A very merry time was had by all, in a beautiful setting surrounded by gorgeous cars! What a great way to forget 2020.



*Robert and Wendy Malone's R Type, chassis B22XN, lived for some years in Hong Kong. Here it sits happily beside Steve and Dot Wynne's rare "100 MPH" 3 litre, chassis NR513.*

## News and Other Stuff



The "Blower", chassis XT3632, which was campaigned here so successfully by Peter Morelli, was photographed at Goodwood in the Benjafield's Double Twelve.



(Above) During a Southern Region touring weekend to Oamaru a few years ago, our sadly missed late member Bruce Carey's Continental "R" suffered a flat tyre. Here we see Kate McIlroy wheeling the spare, which doesn't seem to have met the road before, into position. Bruce supervises, while Kate's father Bruce McIlroy operates the jack. Helen Ridgen is to the right, as are Derby Bentleys, chassis B49MX and B148AH.

There has recently been a bit of a shuffle of these delectable cars; Ollie Newbegin has acquired a V8 Continental GT, and Gavin Bain now owns the Continental "R" which Ollie and Vicki had actively campaigned. Rodney Hutchison now cares for the scarlet Continental "R" pictured earlier in this magazine. It was originally the London car of a Malaysian sultan, and sports a retractable flagstaff on its starboard front wing. Keith Hunter is the delighted new owner of the Continental "R" which Bruce and Diana Carey so enjoyed.

## Our Late Past Chairman Dr Henry Green



(Above) Martin and Brenda Green are contemplating Henry Green's Silver Wraith Touring Saloon With Division by H.J. Mulliner at Mill House, Waianakarua, during a Southern Region touring weekend; See Martin's letter. (Right) Henry and Joy.



### A Seminal Recollection

Under general business at the first Club AGM I attended a member raised his objection to the standard of the accommodation and suggested that if people could afford one of the marques then they should be able to pay for superior facilities etc. Within a nano-second Henry was on his feet to say that if that were the opinion of others then it was not a club to which he wished to belong.

That was the end of the matter. And Henry had just swept aside my reservations. I got to know him, Joy, and the family and enjoyed their company thereon. I count myself lucky in that.

It is thus always a pleasure to be able to continue Henry's favourite toast:

"Here is to those who bought our cars new, so that we can afford to enjoy them second hand!"

Michael Midgley

Hi Tom

I thought I'd let you know that WDC43 has joined our family, as you will understand the significance of this.

It has been an emotional transition. However, once we got her out of the garage in Ashburton and took her for a WoF (which she passed...fortunately!), Brenda and I both commented that it felt "right" and that Father would have been pleased that she was being driven and would be enjoyed as he did.

I have spent a happy morning cleaning the engine bay and engine with a cloth and toothbrush to get her back to how Father kept her when he had more energy.

She is running beautifully thanks to Bruce and will get regular exercise.

Best wishes to you both for 2021,  
Martin Green.

## Light Switch Repair by Paul Hooper



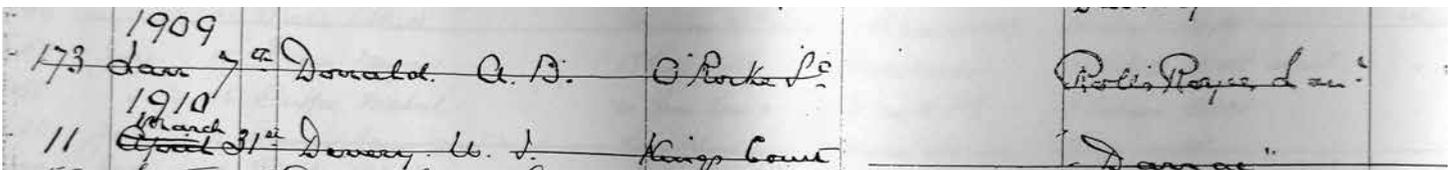
My light switch would not work in my vanity mirror above the back seat. To fix takes 5 minutes. File off or use side cutters to remove pinch on one side of pivot pin. Withdraw from other side. Now clean contacts and bend closer together to improve contact. I used a Brad nail to replace old pin. Job done  
I found another switch not working, so tried as above, but tolerances were too fine. I removed card insulating switch and packed with a bit of paper then put card back. Just a bit of paper was enough to make contact.

## Contrasts



Paul Hooper noticed this sad scene at Lyall Bay Wellington. By contrast, your editor was walking through Chelsea, London, in October 2017, and came across this gathering of Rolls-Royces. Their occupants were clustered around an ice-cream shop.

## An Excerpt From Auckland Car Registrations 1909



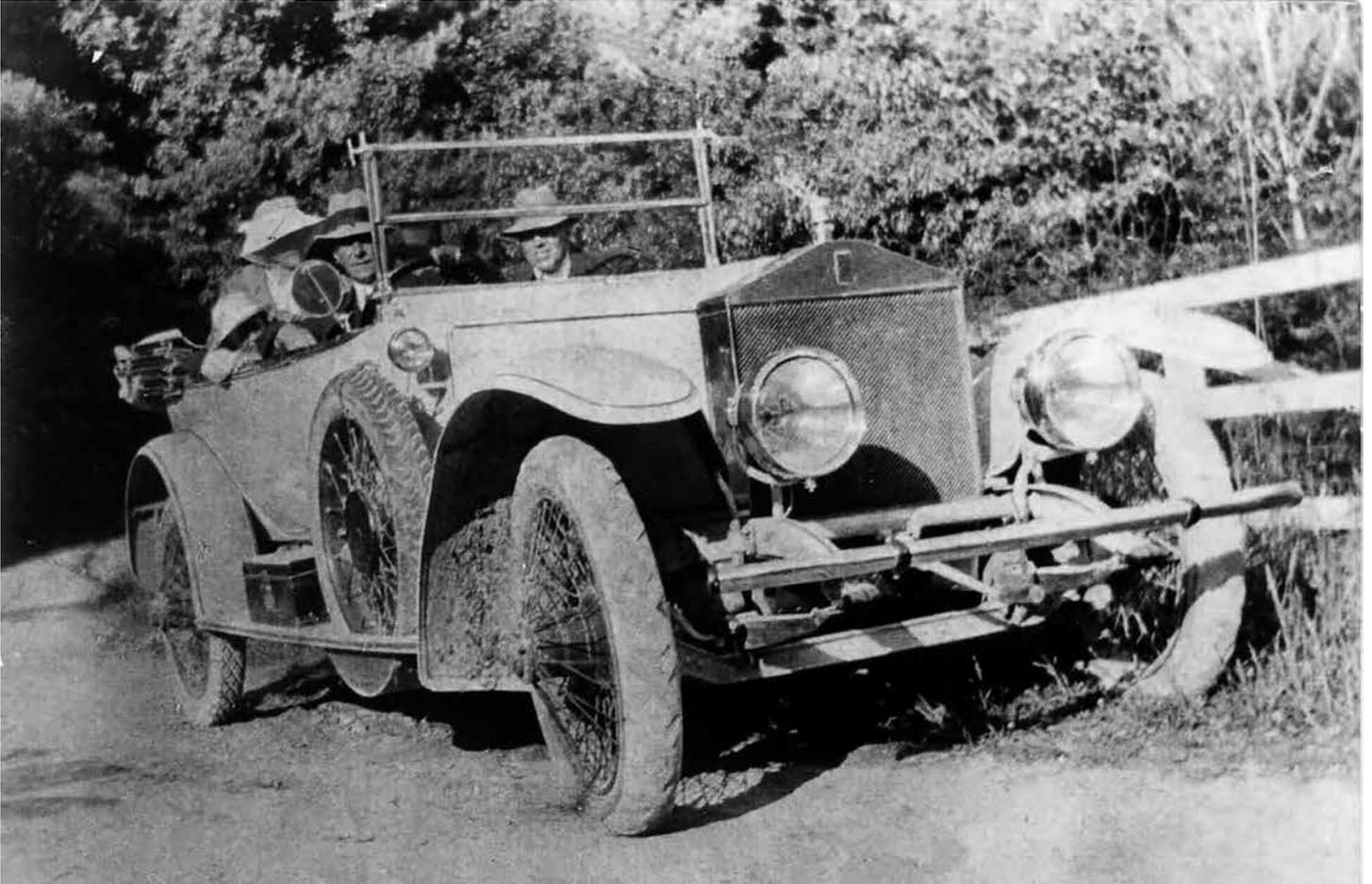
Here is an excerpt from the Auckland City Council's Car Registration records from 1909. A.B. Donald (1842-1922) was born in Scotland and went to sea at the age of 12 as a cabin boy, jumping ship at Dunedin to participate in the Otago Gold Rush. By 1870 he was in Auckland, where he established a sail-making business, then ships-chandlery and operating his and his partner's ships in the trade to the Pacific Islands. The address in O'Rorke St, Onehunga is noted in the "Dictionary of New Zealand Biography" as a substantial home.

## From "Cars & Character" by Bruce Chatwin

An elusive essay by the writer Bruce Chatwin (1940-89) has an excerpt quoted in the extensive biography written by Nicholas Shakespeare (Vintage 2000). "You can tell a man's character from the vehicles he owns and the way in which he drives them," he wrote. A white Allard showed moral depravity and an addiction to drugs; a Rover exemplified the solid world of solicitors and accountants, and whereas the owner of a black Rolls-Royce - or, just permissibly, a midnight blue or olive green one' - gave clear indication of his or her social respectability, the owner of a red or white one most certainly did not. Indeed he is probably a property speculator in Birmingham."



## Rolls-Royce 40/50 HP Chassis 1879



Barry Birchall, a stalwart of the Auckland Branch of the Vintage Car Club of New Zealand (Inc), has introduced your editor to another of the treasures held by that club in their Penrose library, *New Zealand Motor and Cycle Magazine*, which was edited by Arthur Cleave between 1909 and 1938. The paper he used was of high quality, particularly in the early days, and the second of our images of 1879 came from a 1927 issue of that magazine. Mrs Latimer stands beside the car.

I sent the image to Ian Irwin, of Australian Capital Territories. He is the author of the rare and sought-after standard work, *Silver Ghosts in Australia and New Zealand*, and is a frequent contributor to our magazine. He was recently sent the image at the top of this page by Ryan Dewes, and writes, "It shows the car when owned by its second owner, William Clarke of Hawkes Bay, a very interesting man in the motor trade, and a well-respected Packard dealer for many years.

"This is the 1912 model, Chassis 1879, which we can now say had been re-modelled by c1920, as the recent photo I received has this same body. The original body was a Cabriolet and the car was sold to H.E. Troutbeck of Napier. That first body was by an unknown UK coachbuilder.

"David Latimer owned the car in factory records, in 1927, and of course may have purchased it prior to that. This second photo [on page 19] is from a better angle than the c1920 photo, and shows that the radiator has been left at its original height, and the bonnet elevated at the rear to reach the higher scuttle.

"So in late 2020 and early 2021, the history of 1879 has been extended by some 15 years, and these two photos depict it with

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From "The Evening Post" 24 December 1920.

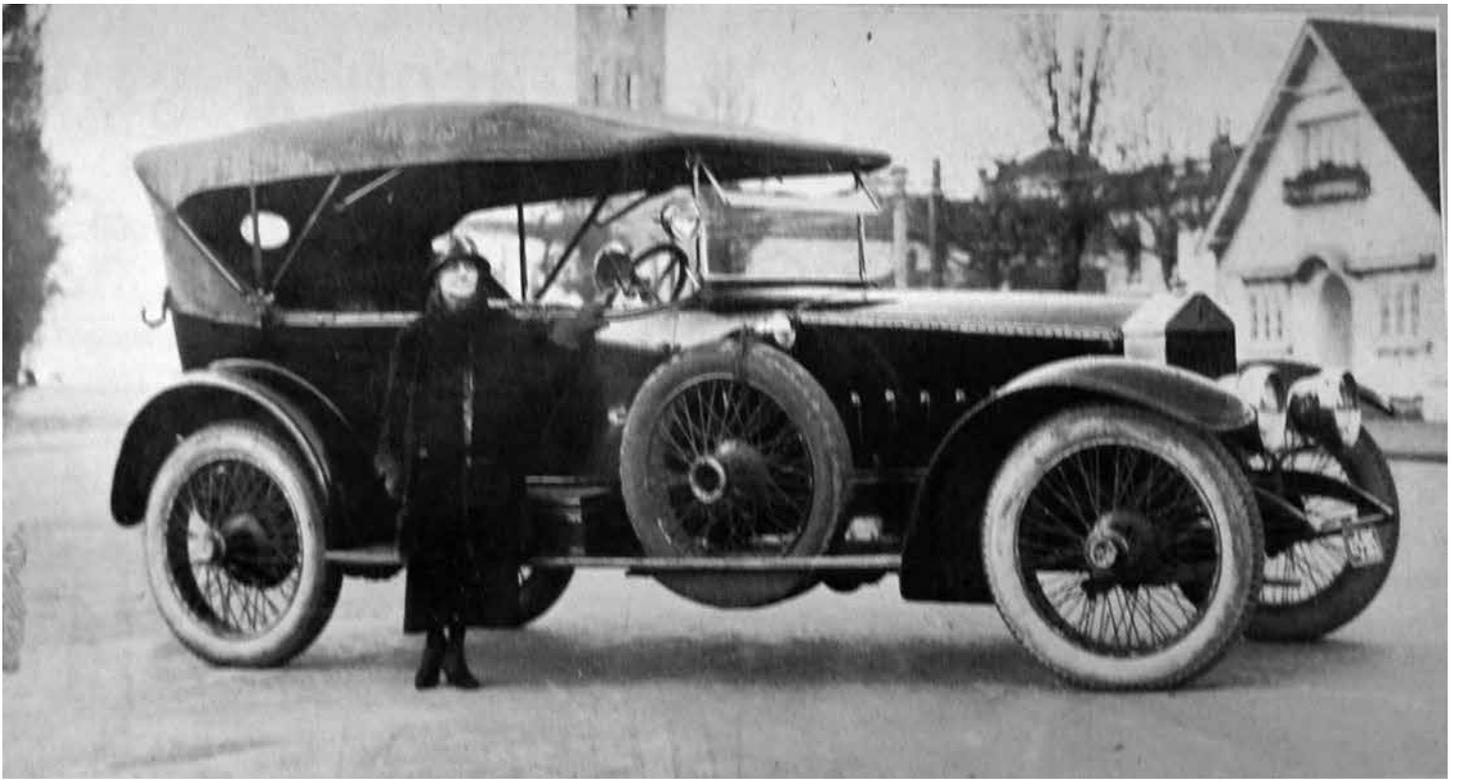
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From "The New Zealand Herald" 1 March 1924.



*From a 1927 issue of "New Zealand Motor and Cycle Magazine", Mrs D. Latimer, of Auckland, with her 40-50 HP Rolls-Royce.*

its second and third owners. You will find reference to the car on page 235 in Roy Tilley's and Ken White's book, *Rolls-Royce and Bentley in the Land of the Silver Fern*, and what appears to be some form of closure on the car with it being gifted to the Seddon Technical College, Auckland; no date given.

"But, here's the challenge: What happened to it? Does it still exist? Or do parts of it survive? It would be worthwhile investigating

what they may have eventually done with it. Maybe, just maybe, parts of it are in cupboards there, and nobody knows what they are. Is there a photograph of the car as presented at the College, or in Auckland papers of the period, that may throw some additional light on it? A Rolls-Royce gift does not happen very often, so I think it would have been given press exposure. Happy research..."

### ***While on the Subject of Early Silver Ghosts...***



*John King took this photograph on a very damp and gloomy day at the race meeting of the Vintage Sports Car Club held at Thruxton, Hampshire, in September 1969. The late Adrian Liddell, seen here second from right and pouring from a Thermos, raced this ex-Freddie Dixon 2-litre racing Riley, and his tender car was this very stately Silver Ghost, whose chassis number evades us. Your editor had a brief brush with fame when he helped the noted Motor Sport journalist Denis Jenkinson to push-start the Dixon Riley.*

**Forty Years On - Memories of the Vintage Car Club's International Rally, Rotorua 1980**  
**Photographs and Comments by John King**



*O. Johnstone of South Canterbury seems to have a good idea of his 1949 Bentley's width, but the height would probably be more accurate with the hood up. This is an Abbott bodied drop-head coupé, chassis B257FU. It was imported in 1969, and returned to Britain in 1992.*

The 21st International Veteran and Vintage Rally, a hub-and-spoke event based in Rotorua from 24 February to 8 March 1980, attracted a total of 1041 entries. While the official programme is understandably a bit sketchy on car details and contains some anomalies (Jumbo Goddard's official entry is a 30/98 Vauxhall, but the 30/98 that is unmistakably his wears a number attributed to Gavin Bain and Jumbo will be seen on an unidentified Bentley in our next magazine), a number of cars of interest to members were seen.



*O. Johnstone's Mark VI, chassis B257FU, wears elegant drop-head coupé coachwork by Abbott. Room for back seat knees appears to be minimal.*



*The 1930 Bentley of S.R. Meatchem of Wellington is refreshingly not your standard Vanden Plas replica tourer in BRG. Chassis XI3516 was originally a Gurney Nutting saloon, and was imported in 1947. The late Sir Len Southward acquired it in 1958, and often loaned it to rally participants.*



*E.J. Ridgen of Banks Peninsula Branch's 1923 Bentley is a splendid example of a 3-litre, helped by those door handles. Chassis 348, this car is actively campaigned by Edgar's daughter, Katy Parish.*



**Colour scheme contrast:** Bryan Jackson's 1933 Studebaker and a Derby Bentley demonstrate contrast in colour scheme sobriety. The 4¼-litre's number plate, long before the days of vanity displays, shows subtlety and imagination. Chassis B193LE was among the last cars built before the overdrive MR and MX series, and was the only Derby Bentley to come here new, to A.J. Scott. Edgar Ridgen was its second owner, and commented that on the dusty roads of the 1950s and '60s he could barely see the children on the rear seat. Rex Frisken bought the car when Edgar bought a new R Type, and Brian Cuthbert repainted the car in black. James Kirker now cares for this superb car.



The 1935 Rolls-Royce of H.M. MacDonald (North Shore) and the Seccombe family's 1929 Bentley (Auckland), chassis AD3661, line up for the driving tests. Patrick Borthwick in Masterton was its first owner, and in the early 1950s a school bus body replaced the original saloon by H.J. Mulliner. Bill Janes built this coupé body in Tauranga for Hugh McDonald, and the car has now left New Zealand.

*From the Camera of Glynn Williams*



*(Above) This Mark VI was photographed at the Bentley Drivers Club Concours, Kensington Gardens, in 1974. The original owner appears to have had too close proximity to the "Options" list.  
(Below) In the early 1980s, Brian Cuthbert bought B193LE from Rex Frisken in Christchurch, and he and Glynn paused near Kaikoura during the drive to Auckland.*



## The Oldest Rolls-Royce Merlin Engine



The *Journal of the Rolls-Royce Heritage Trust* for July 2020 has an item on engine F59, (Air Ministry number A112,348), which is held at the Auckland War Memorial Museum. It is the oldest known Rolls-Royce Merlin engine in existence, the 30th built, of about 150,000 Merlins built at Derby, shadow factories in Glasgow and Ford in Manchester, and by Packard in Detroit. F59 was given its final inspection on 11 February 1937, departing two days later for Fairey Aviation Ltd at Stockport, near Manchester, where it was installed in a Fairey Battle. After service there it was sent for overhauling to the RAF Number 4 Maintenance Unit at Ruislip, London, but was “sectioned” for display, and was despatched to New Zealand for the 1940 Centennial Exhibition (refer to our magazine 20-6 for further details of the Exhibition). With the war under way the engine wasn’t returned, and was eventually donated to the Museum. To quote from the *Journal* report, “As the photographs show, this Merlin engine has been carefully and imaginatively displayed by the AWM staff, including the use of proper engine bearers, a crank-handle to enable the motor to be turned, lights to simulate sparking-plug function and a Perspex case to keep off the dust and to deter parts removal. “As can be seen from the photos, the sparking plugs on the Merlin F are located on opposite sides of each cylinder in the normal way. However, in the early ‘ramp-head’ Merlins, both sparking plugs are placed side-by-side on the outside of the cylinder banks... It is thought that the Merlin B and C models had this feature, but, clearly, by the time the F model came along, a major re-design of the cylinder head had been undertaken to move the sparking plugs from the ‘adjacent’ to ‘opposite’ configuration. Squeezing the inside plugs into the space between the inlet valves could not have been easy, and the casting moulds would have been considerably more complicated than the initial type.”

The report goes on to wish that this significant piece of Rolls-Royce history could be displayed at the Derby factory where it was produced, since it wasn’t a “combat” engine, and a swap with a Mark 2 or 3, of the type flown by New Zealanders in the Battle of Britain “could be arranged some day...”

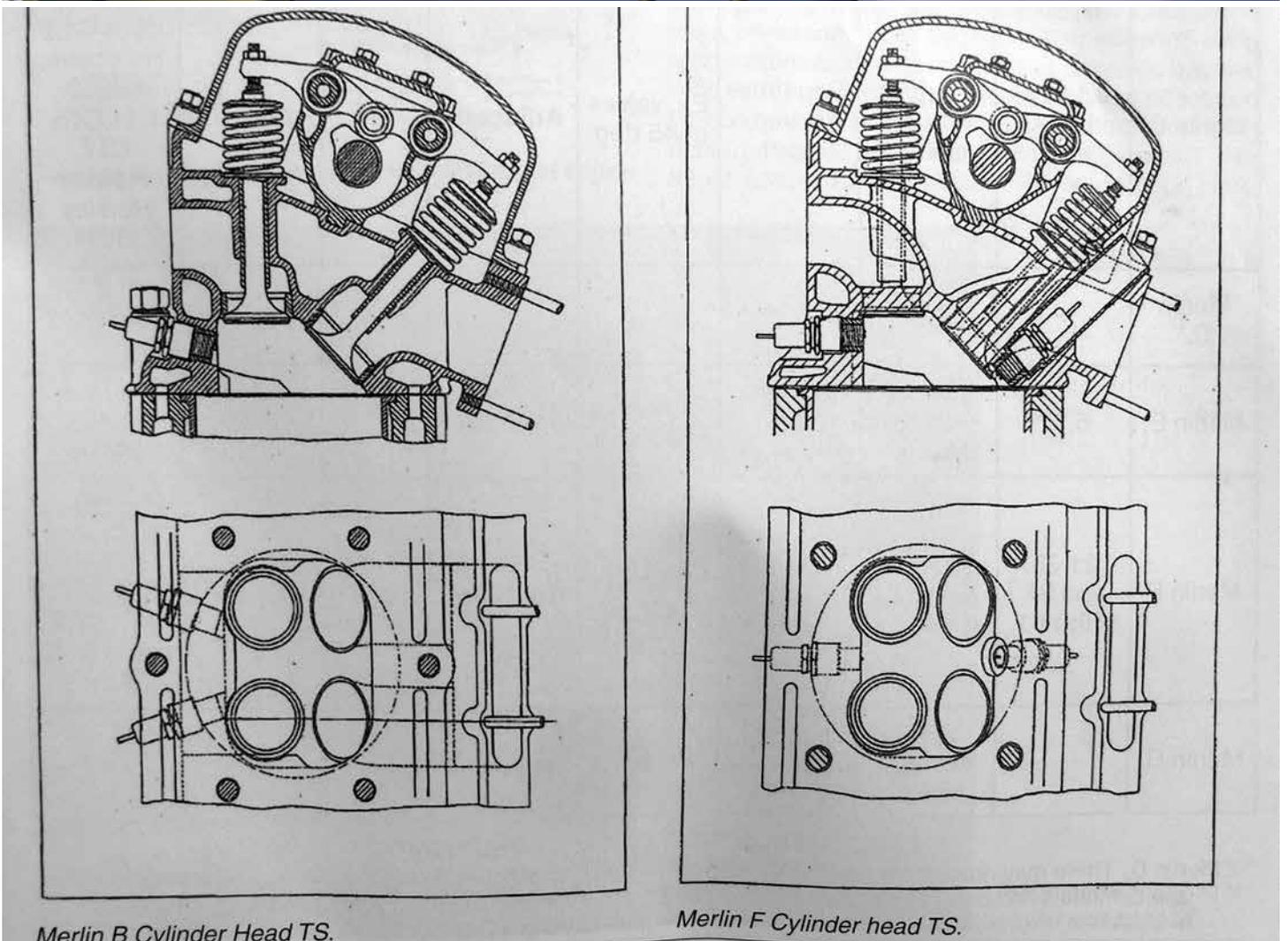
Your reporter hastened to the Auckland War Memorial Museum during that nice quiet time between Christmas and New Year,

*Rolls-Royce Merlin engine number F59 on display at the Auckland War Memorial Museum. The number of hours spent on nibbling away at the castings to produce this “sectioned” display exhibit brings a chap up a bit short.*



joining a large crowd of visitors, fully masked of course. It is an impressive building, built before the Great Depression, and it is far too long since I visited it. A great deal of upgrading work has recently been undertaken, and I was unable to find most of the aeroplanes I remember, which included a Mitsubishi Zero. There is a "Battle of Britain" display, however, centred around Air Chief Marshal Sir Keith Park's (1892-1975) personal Supermarine Spitfire, and beside it sits F59, the subject of this item, in a permanent Perspex display. It is the ancestor of the power plant aboard Sir Keith's Mark XVI. Who could visit without marveling at his career? After New Zealand and British Army service

at Gallipoli and The Somme, where he was wounded, he transferred to the Royal Flying Corps, and by the time of the Armistice had earned a Military Cross and Bar, a Distinguished Flying Cross, and a Croix de Guerre. His contributions to Britain's survival during the Battle of Britain, during which with the rank of Air Vice Marshal he still flew his Hawker Hurricane to visit airfields under his command, and to the defence of Malta, can hardly be comprehended. Easier perhaps to understand is his return to New Zealand in 1946, and after a life of public service, his being elected to the Auckland City Council at the age of 70.



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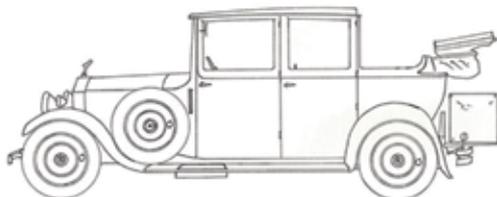
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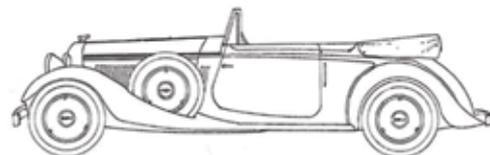


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### BENTLEY

#### 1937 BENTLEY 4.1/4L

Sports Saloon by Park Ward. Cream and black with brown hide, brown carpets, fitted with sunroof, original tools.

POA

#### 1991 BENTLEY TURBO R SALOON \$25,000.00 NZD

Royal Blue with parchment hide, Burr Walnut veneer, dark blue carpets with matching rear lambswool over rugs. This vehicle is in very good condition. Serviced by Bruce McIlroy Limited since 2010.

#### 2001 BENTLEY ARNAGE RED LABEL \$55,000.00 NZD

Silver tempest and fire-glow hide upholstery. Fire-glow carpets with lambswool overlays. Recent service carried out. Serviced by Bruce McIlroy Limited since 2011. In very good condition.

#### 2003 BENTLEY ARNAGE T SALOON \$65,995.00 NZD

Silver storm, black hide with diamond fluted seat style, aluminium waist rails and facia insert, dark Burr Walnut veneer, black carpets with matching lambswool over rugs, sunroof. Serviced by Bruce McIlroy Limited since 2015. This vehicle is the nicest example we have seen for some time. Recorded 76,100 kms.

#### 2006 BENTLEY CONTINENTAL GT \$52,500.00 NZD

Tungsten with porpoise hide, diamond quilted inserts to front door and rear quarter panels, dark stained Burr Walnut. This vehicle is in very good condition. Serviced by Bruce McIlroy Limited since 2017.

### ROLLS-ROYCE

#### 1934 ROLLS-ROYCE 20/25 LIMOUSINE BY BARKER

\$100,000.00 NZD

Black & maroon with charcoal hide to front and Burgundy cloth to rear. Excellent fully restored condition with history file. Fitted with division and trunk and original handbook.

#### 1985 ROLLS-ROYCE SILVER SPIRIT I \$28,000.00 NZD

Light oyster with beige hide upholstery. Deep fawn carpets with lambswool over rugs. This vehicle is in excellent condition. Serviced by Bruce McIlroy Limited since 2010

**(03) 308 7282**

[bentleyservice.co.nz](http://bentleyservice.co.nz)



# MAJESTIC MOTORS

Ltd est.1967

*A Selection of Luxury and Exotic*

R.M.V.T

[www.majesticmotors.co.nz](http://www.majesticmotors.co.nz)





2011 Bentley Mulsanne  
6750cc V8 twin turbo, 8 speed/paddle shift  
Soft closing doors, rear blinds + NZ sat nav  
31,000kms | ~~\$194,990~~ \$187,990



1968 Rolls-Royce Silver Shadow  
6230cc V8 4 speed auto.  
\$17,995



2004 Bentley Arnage  
Red label, 6750cc Twin Turbo V8  
Parking sensors + reverse camera  
88,770kms | ~~\$64,990~~ \$57,500



1990 Rolls-Royce Silver Spur II  
6750cc v8, auto, active ride  
Update model + many features!  
72,800 miles | \$25,990



2004 Rolls-Royce Phantom  
6750cc V12, 6 speed auto  
Foot rests, ride height adjustment + more!  
84,680kms | \$199,990



1970 Rolls-Royce Silver Shadow  
6230cc V8, 3 speed auto  
Central locking, electric seat adjustment  
133,000 miles | \$19,990



1998 Bentley Azure Convertible  
6750cc V8 Turbo, auto, NZ new  
Magnolia leather interior + full history  
73,000kms | \$175,750

### ARRIVING SOON:

1986 Rolls-Royce Silver Spur

2007 BMW Mini Cooper S  
only 51,000 kms

1994 Bentley Turbo RL

