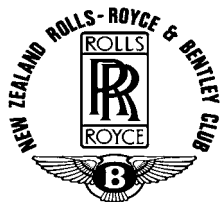


New Zealand Rolls-Royce & Bentley Club Inc

Issue 18-1 2018

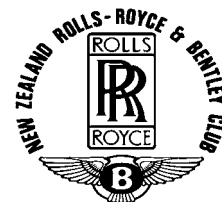




NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC)

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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
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Email: diknomi9@gmail.com or 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 03 3398 309, e-mail the.king@xtra.co.nz 191 Sparks Road, Christchurch 8025.

Commercial advertisements will be subject to a charge to the advertiser at a rate for colour advertisements of \$135 a half page, and \$270 a full page, payable to the NZRR&BC Inc.

Mainland Comment

In our last issue, 17-6, your editor wittered on about petrol prices, as he is wont to do. An alternative topic, which had been considered, and unwisely shelved, was a tribute to our senior Club members. These wise ladies and gentlemen are now in their eighth, ninth and tenth decades of life and experience.

We salute you, our elders and betters in every way; you know who you are.

In this issue, Winsbury White has written an appreciation of our Founder and first Chairman, Roger Lloyd.

Last year we lost three stalwart members from the Central Region, when Lesley Tilley, Lotte Egarr, and Roy Savage died, and we are the poorer for their passing.

Roy Tilley, who is a Past National and Central Region Chairman, and has been our Technical Liaison Officer forever, has had a spell of medical problems lately, and has relinquished this role.

We wish you well, Roy, as you consolidate your commitments, and make a full recovery.

The rest of you: Shape Up, and enjoy 2018 in fine, rude health.

Issue 17-6 was largely taken up by the accounts, and photographs, of our First Light Rally, around East Cape. Splendid photographs from that event keep appearing, and will be included in future magazines as space is available.

Recently your editor heard of another trip around East Cape, this time in a 4 ½ litre Bentley, chassis RN3030, in the early 1960s. The car belonged to Bill Clark, and he was accompanied by his friends Leon Witte and Euan Sarginson. Eventually the crew took to wearing bathing costumes, since the water picked up from the frequent fords by the open flywheel drenched the occupants of the somewhat sketchy body worn before Bill restored the car. The late Euan Sarginson was a professional photographer, and we hope to find some images of the trip, as well as Bill's and Leon's memories. Some movie footage, shot by Bill Clark, has already been found.

An Entry Form for our 2018 Annual General Meeting, being held at Wairakei Resort on 28 and 29 April, was included with Magazine 17-6. Extra copies are available from the Central Region Secretary, Wendy Bryce, and we look forward to meeting as many of you as possible at Wairakei.

FRONT COVER

Klaus-Josef Rossfeldt's photograph of the unique Henry Chapron coachwork on Rolls-Royce Silver Cloud, chassis LBLC22. More photographs are on page 14

BACK COVER

S2, chassis B249DV, and crew of Simon and Libby Longuet-Higgins, with Ric and Linda Masten, on the East Cape road.

NEXT MAGAZINE

Deadline for all material 22 March

Club Calendar

NORTHERN REGION

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

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

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

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

CENTRAL REGION

Invitation Events (not specifically NZ R-R&B Club Events, but attended by many of our members)

Sunday 20 February: British Car Day – Trentham Memorial Park Upper Hutt

Details: <https://allevents.in/trentham/british-car-day-2018/475880552791142#>

Thursday 22 to Saturday 24 February: Shakespeare in the Park – “The Tempest” Bason Botanical Gardens, Whanganui. Details: <https://www.eventfinda.co.nz/2018/shakespeare-in-the-park-the-tempest/whanganui>

Wednesday 14 to Sunday 18 February: Art Deco Napier Festival – Details: www.artdeconapier.com/Events.html

SOUTHERN REGION

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

Future Events: Your Committee is tackling the organisation of these, and will canvass members’ ideas at the Homestead Run.

We Welcome the Following New Members

Alastair and Janice Ward

14 Barclay Place

Kamo

Whangarei 0112

Phones (09) 435 6943 and 021 176 9235

Email 47oldies@gmail.com

1977 Rolls-Royce Silver Shadow Chassis SRH2666

Laurence Mallon

3A Beaufield Lane

Te Atatu Peninsula

Auckland 0610

Phones (09) 834 6563 and 021 904 192

Email l.mallon@slingshot.co.nz

Club Members’ Advertisements



FOR SALE: 1972 ROLLS-ROYCE SILVER SHADOW 6.75 LITRE CHASSIS SRH 12991.

In (mostly) excellent condition, this car has had little use in recent years, and the time has come for it to move to a new home. Imported to NZ from the UK in 1986, it has been owned by Roy Tilley in Lower Hutt since then. The paint and bright-work are all in excellent condition, and the car has always been garaged. The leather and woodwork have been professionally refurbished in recent years, and the car has just had a service and work to the hydraulic system by Bristol Motors in Upper Hutt. Braking system and self levelling hydraulics all work correctly.

Work is now required to make the electrically controlled ventilation system and air conditioning, central locking function, and a window winder work correctly.

The car appears completely rust free and shows 124,000 miles (around 200,000km).

Tyres tread depths are 6 – 7 mm. Air conditioning is fitted but non-operational, as mentioned above.

The car also has the Rolls-Royce handling kit, which gives a slightly firmer ride with much less body roll and pitching.

There are the usual oil leaks, but mechanical condition is generally very good. It comes with personalised plates, and is a well known Club car, well cared for over many years. More information and photos available on request.

All enquiries to Ian Tilley, lizandian@xtra.co.nz or 021 133 6538



WANTED TO BUY: BENTLEY 4½ LITRE 1920s -1930s.

I am also keen to buy other interesting Bentleys and Rolls-Royces and also other classic and collectible European marques. Please call Max Fletcher 021 996 986

FOR SALE: 1990 BENTLEY CONTINENTAL

CORNICHE CONVERTIBLE, Brooklands green, brown mohair hood. Mint condition, full log books. 3 owners 60,000 km Phone Ian Walters 021 022 02362 or (09) 946 0664



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



NZ ROLLS-ROYCE & BENTLEY CLUB

NATIONAL AGM
28/29 APRIL 2018

WAIRAKEI RESORT
LAKE TAUPO

HOSTED BY CENTRAL REGION NZRR&B CLUB INC.

Obituary Ernest Roy Savage 1934 - 2017

Club member E. Roy Savage of Karori, Wellington passed away on the morning of Sunday 26 November 2017, after a short battle with lung problems, culminating in pneumonia. Roy is survived by his wife Renate and four children, Christopher Roy (Auckland), Catherine and John (Wellington) and Elizabeth (Waikanae).

Roy attended Nelson College and then, at Victoria University, he achieved a B Com degree, managing to fit his studies in around his sporting activities.

His first proper job was as an assistant store-man with Wellington confectionery wholesaler the Griffin Savage Company, a business started by his father and Charlie Griffin in 1920.

In 1958 he gained control of N. Hawkeswood, a Lower Hutt-based company which had an industrial glove agency. It caught Roy's interest at a time when there was a growing awareness of the need for personal protection. The renamed company, Hawkeswood Safety, later NZ Safety, was expanded to include a complete range of safety equipment sold through branches in New Zealand, and in Australia as Alsafes Safety. When the business was sold 40 years later it employed about 400 staff and had a turnover approaching \$100 million.

Roy was inducted into the New Zealand Hall of Fame in 2010. He maintained a keen interest in the Griffin Savage business throughout his working life, and I'm sure he'd be pleased to have seen it continuing to thrive in his daughter Catherine's capable hands.

Back in the 1960s Bill bought Jenkin's Gym in Manners St, Wellington and renamed it Pyne's Physical Culture Studio.



Roy and Renate Savage

Shared interests in fitness (Roy was an enthusiastic and very good rugby, tennis and squash player) and cars meant that Roy and Bill became close friends.

In 1985 Bill retired from his gym activities and moved to Waikanae. Soon after that, Roy became serious about collecting cars, and Bill followed suit. Roy purchased two warehouses in Waikanae to house the collections. Together, they named the collections 'Classics Unlimited', and groups were invited to view the cars for a small fee, with all proceeds being donated to Life Education Trust. Roy was very supportive of this trust and was patron of it at the time of his passing.

Through my interest in cars I got to know Bill, and, a bit later, Roy, and it wasn't long before I was helping Bill to keep Roy's cars in sound, running condition. This involved taking them for a run every six weeks or so, with 10 to 30 km, depending



on the car, with small cars getting the shorter runs. These cars made the headlines in December 2016, when they were sold at auction in the theatre at Southward Car Museum.

However, the crème de la crème of Roy's cars is the Rolls-Royce and Bentley collection. This is kept in the Motor House at a separate property in Waikanae. There are currently 9 cars there. A Bentley Azure convertible was sold at the December 2016 auction, and there are two other Rolls-Royces located elsewhere. Roy liked to make sure that all these cars were kept in perfect running condition, and it was my pleasure to help with this.

Every third Sunday, weather permitting, Roy and Renate would drive out to Waikanae from their Karori home, partly to visit Elizabeth and partly to exercise the cars. With three of us doing duty, the cars were each taken on a 30 km run, to make sure they were thoroughly warmed up and to allow for serious application of the brakes a few times. An exception to the normal process is the old Rolls-Royce 20/25 Doctor's Coupé. This car is more of a mission to start and to drive, and once going it gets a shorter run of about 12 km. I am in awe of the fact that, when Roy bought this car, he drove it from the Wairarapa over the Rimutakas to Waikanae!

These were enjoyable days, usually ending up with lunch at a Kapiti Coast café and a sharing of tales. This task of keeping the cars active continues, but not having Roy present reduces the enjoyment considerably.

Roy's funeral at Old St Paul's in Wellington was a wonderful tribute to this well-loved man. It was heart-warming to see so many people there to remember Roy. It was fitting that Roy's coffin should be carried off in the (old but restored) family Holden HQ Kingswood V8 station wagon.

Roy's Rolls-Royce and Bentley collection comprises:

1928 Rolls-Royce 20/25 Coupé

1936 Rolls-Royce 25/30 Saloon with Division by Rippon (currently under restoration)

1951 Rolls-Royce Silver Dawn

1952 Bentley Mk VI

1953 Bentley R Type

1965 Rolls-Royce Silver Cloud III

1978 Rolls-Royce Corniche Convertible

1979 Rolls-Royce Silver Shadow

1995 Rolls-Royce Silver Spirit

1996 Rolls-Royce Silver Spur

There is also a Rolls-Royce Silver Shadow in Sydney.

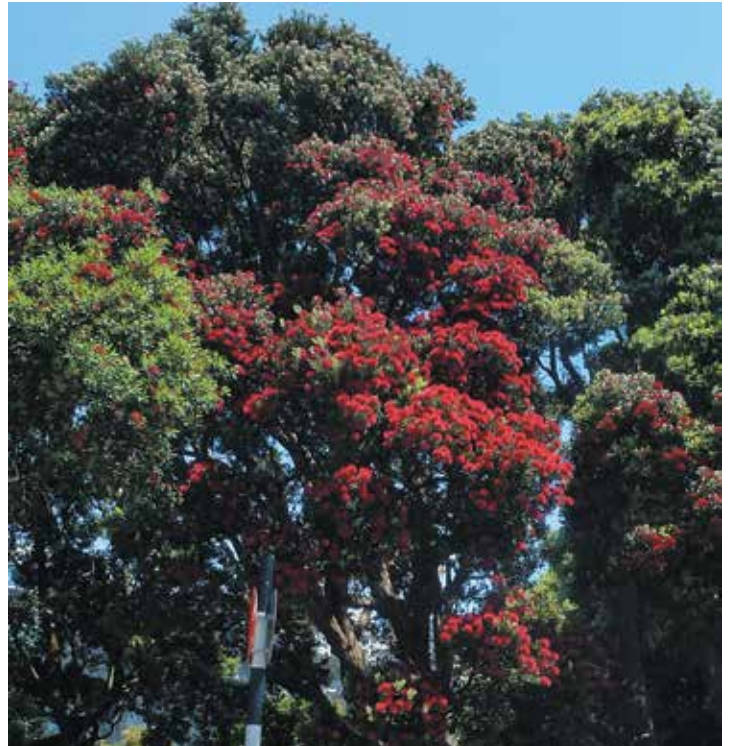
I am privileged to have known Roy, and to have been able to drive many very desirable cars from his collection. My thoughts are with the family as they come to grips with life without their wonderful leader.

Scott Stevenson

WAIKANAЕ



Wellington was at its best on the day of Roy's funeral in December, with Pohutukawa and Tui in full bloom and flight around Old St Paul's in Mulgrave Street. Members of the Southern Region represented our Club.



*One of Roy Savage's favourite cars, his immaculate 1951 Silver Dawn, chassis SDB138.
Scott Stevenson's photographs*



Canterbury Show Weekend Wet Coat Tour Report and Photographs by Neil Cremasco and Keith Hunter



The West Coast's amazing scenery is undimmed, no matter what the weather moods serve up. The participants in this year's three-day Canterbury Show weekend tour were treated to the picture postcard variety; blue skies and long dusks, so we were able to wring every drop from the long daylight hours, leaving headlight and heater switches unmolested for the entire weekend.

A total of seven doughty motorcars took part in the clockwise jaunt, in which Bentley outnumbered Rolls Royce by six to one. Such was the magnetic draw of this company that Bob King was pulled all the way from Melbourne to join us for the second year in a row. Neil Cremasco in Betty the T drove from Riverton to join, with only a slightly lesser distance driven by Katy and John Parish. We commenced festivities with an initial muster and morning tea in the town of Springfield, before embarking on the journey over Arthur's Pass; surely one of the most beautiful road journeys anywhere. We descended from the Pass to turn off SH73 at Jacksons, looping around through Moana on Lake Brunner, and on to Stillwater, then left to Greymouth and a tactical refuelling.

The next stage took us up that splendid coastal drive through Punakaiki (My, how that hamlet has grown!!) and for some a scratch around Charleston, famed for its gold mining past and reputed 99 hotels at the height of that rush in the late 1860s. The end of the road for Friday was Westport, buzzing with the sound of motorbikes, the riders of which had gathered on the West Coast for the seventh anniversary commemorative events for the Pike River Mine disaster. It was great to chat with many of the motorcyclists, hear their stories, and admire their beautiful machines.

Overlooking Tauranga Bay, at the evocatively named Cape Foulwind, is the Bay House Restaurant, 15 minutes from Westport, where to sit on their deck in the late sun, glass of cold wine in hand, watching the surfers catch a wave, is a delight. The Bay House staff, bless them, opened the restaurant especially to host the Club for a magnificent evening meal. Dodging darting wekas to and from the restaurant tested our rally driving skills!

Pressing on the next day took us to the end of the road - Karamea. That road, State Highway 67, took us past the road up to Denniston, hard on the coast on through the little town of Granity, which is being nibbled by the sea, and then inland a little to tackle the Karamea Bluff. A stunning, winding and undulating drive took us to a lovely lunch at the Last Resort restaurant. The whitebait sandwiches were an absolute favourite!

We retraced our tracks back to Westport, turned left to follow the Buller River up to the Inangahua turnoff, and carried on to arrive in Reefton, "The Town of First Light", so named, for being the first town in the Southern Hemisphere to boast electric streetlights, in 1888. The engineer, Mr Wylde, had a son who had a distinguished career after losing an arm at Gallipoli, married a member of the Astor family, lived at a home on the River Thames named "The Long White Cloud" where Stirling and Pat Moss were later brought up, and owned an utterly beautiful Weymann bodied Rolls-Royce Phantom. We thought you would like to know. Here we stayed for the night. The motorcyclists we saw in Westport had descended on the town for the Pike River commemorations, and were lined up along the main street, literally in their hundreds. One motorcyclephillic NZRR&BC member had to be persuaded/restrained/medicated after threatening to abandon his stately Bentley chariot on the side of the road, and don his biker leathers!

The balmy weather continued with a splendid outdoors evening meal at Alfresco's Restaurant, topping off a brilliant day's journey.

The first stage of Sunday morning's journey home took us up the Inangahua River, through alpine beech forest, at times in an avenue affording glimpses of the river, to Springs Junction. That road, State Highway 7, figures high on any list of Wondrous Drives. From Springs Junction we joined the trucks heading south over the Lewis Pass, on the battered alternative to State Highway 1, which was at this time closed at this time for earthquake damage repairs north of Kaikoura. The scenery changes from lush beech forests of the Pass to dry and majestic mountain views on the roll eastward and south toward Christchurch; a splendid way to complete what was a most enjoyable long weekend.

Now, what shall we do next year??



*(Above) Typical West Coast architecture, Keith Hunter's Bentley S3, chassis B510EC, coal wagons, and the typical flawless blue sky.
 (Below) Bentleys as dusk approaches: Ollie and Vicki Newbegin's Continental "R", chassis NCH42184; the Ridgen/Parish family's S3, chassis B292HN ; Keith's S3 identified above; and Neil Cremasco's T1, chassis SBH 18295.*





Diversity is the essence of our Club: Here we have Henry Green's 1996 Silver Spirit, chassis TCH57139, and Gavin Bain's 1924 3 litre Speed Model, chassis 728. After an early accident, the Works installed the later, stone-guarded, radiator.



Northern Region Annual General Meeting 26 November Report and Images by Rodney and Anne Hutchison



Another year has drawn to an end, and what a year it has been. The Northern Region AGM was held on Sunday 26 November and provided a time to reflect on all of the events that we have had during the year, and to look forward to another fun filled year to come.

As with previous years, we all gathered at Fish Restaurant in the Hilton on Princes Wharf. Lois, as is her talent, had talked the management into giving us a private space for the formalities and then a first rate lunch in the restaurant, all for a pretty modest cost. But, more importantly, they also gave our favourite motors valet parking. This was particularly appreciated, as the day coincided with the Farmers Santa Parade, so parking was at a premium.

The AGM was well attended and, with tradition to uphold, the formalities were addressed in very quick order. Simon Longuet-Higgins was out of the country, so Rodney Hutchison was deputised to chair the meeting. Apart from routine matters, the Northern Region library was discussed, in particular its catalogue and access constraints. The incoming committee will take this on board and look at how both can be improved.

With the exception of Peter Morelli, who is retiring as secretary, the outgoing committee was re-elected unchanged. The

opportunity was taken to thank Peter for his enormous support to the club. Not counting his National roles, he has been Regional Secretary for the last five years, and has held the club together throughout. The vote of thanks to Peter was passed unanimously.

The region has had a fantastic year, which culminated in the 10th Anniversary First Light Rally – thanks again to Peter, who was Rally Organiser. The Rally brought together a complete range of cars dating from 1924 to 2017, and the universal conclusion was that everyone had a blast. The highlight had to be the visit to Whangaparaoa District School, right out at the tip of the East Cape. Their hospitality was second to none and, when we gave the children rides around the sports field, it was hard to see who was having more fun, they or the drivers! One thing is for certain, the paddock will never be the same again – W12s can displace a lot of turf.

Next year already has a list of events planned and we look forward to the National AGM in Wairakei on 28-29 April. The incoming committee, as always, is looking for members' ideas and comments on what they would like to see and do, so keep those thoughts rolling in.

Happy Motoring



After the arduous ordeal of the Northern Region Annual General Meeting, members needed to replenish the levels, while, outside, it is obvious that most people came suitably attired.

Motoring Art

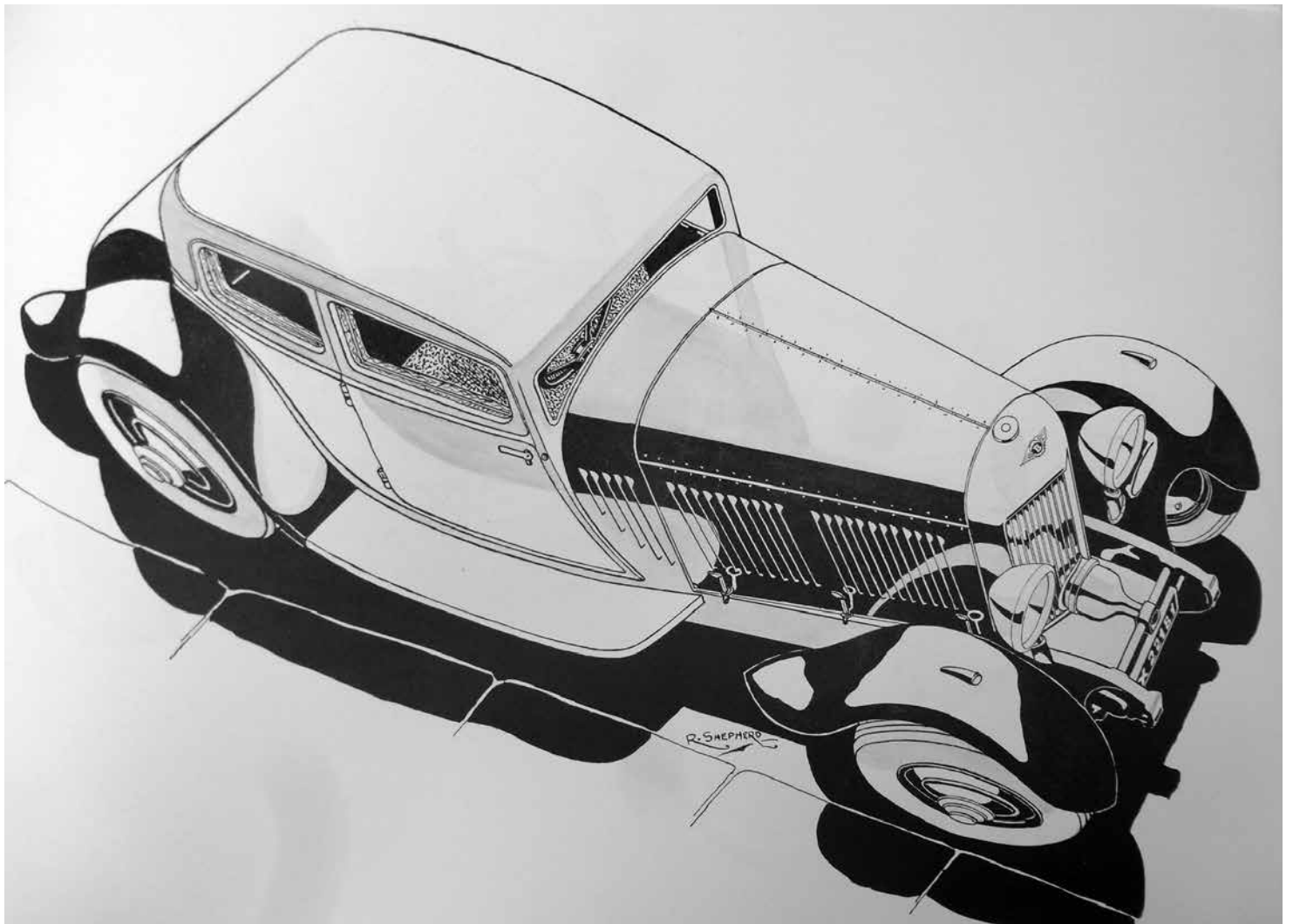


Here we feature some motoring art, by courtesy of the owners of the paintings and drawings. Tony Clark runs the site <http://www.motoringart.info> which is a wonderful way to while away the hours you didn't really have to spare, and the F. Gordon-Crosby (1887-1943) images come from him. We will have an article about the Gordon-Crosby family in a future issue of our magazine.

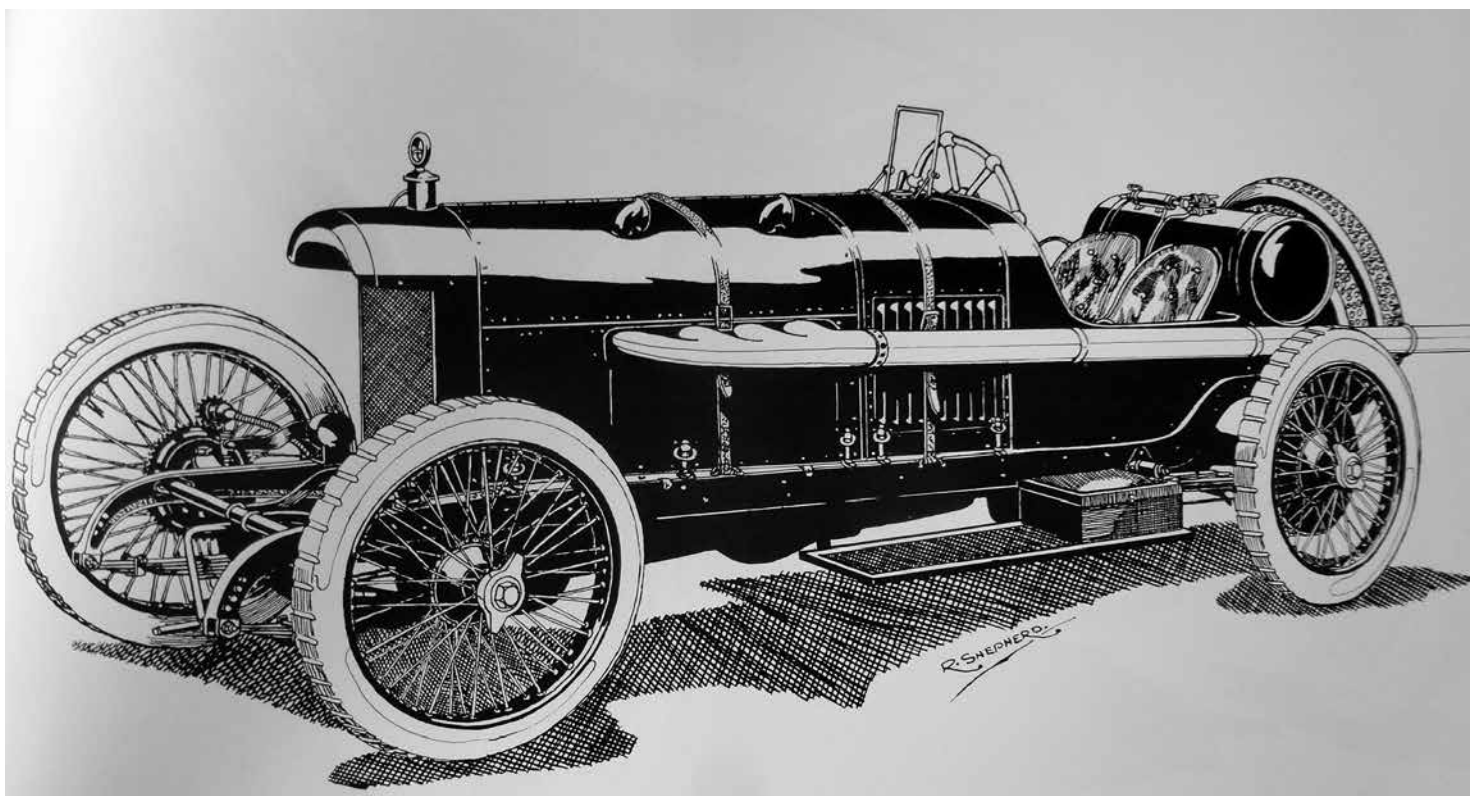


In our magazine 17-1 we had a feature on the late Hugh Leach, and this drawing of his beloved Humber about to depart his home in Brettingham Court, Somerset, was made by one of his lady co-drivers, Julia Powell. It hangs on the wall of his friend Ian Coomber.





Robert Shepherd (1914-80) was a Sydney based part-time artist who contributed to "Australian Motor Sports" magazine from 1946 to 1961, as well as some British magazines, such as "Motor Sport" and the Bugatti Owners' Club's "Bugantics". In 1993 Turton & Armstrong Pty Ltd, in Sydney, published "Racing Cars Through the Years", in a run of 500 copies, and its Introduction gives a good account of his circumstances, working methods, and expertise; Laurence H. Pomeroy acknowledged his assistance in correcting details which had eluded historians when the milestone "The Grand Prix Car" (Motor Racing Publications, London, 1954) Volume 2 was published. Mr Shepherd was self-taught, and his skill is apt to bring on some Stanley & Ollie-esque tie-twirling and finger-wiggling. The Bentley 8 litre illustrated here is rather more stylised than most of his drawings, most of which are in a similar format to the 1914 Grand Prix Vauxhall below. We thank Geoff Edwards for the images.



*A Very Special Silver Cloud I
Photographs by Klaus-Josef Rossfeldt*



Our German correspondent, Klaus-Josef Rossfeldt, had the opportunity to take a unique Rolls-Royce Silver Cloud I out in the first snowfall of their current winter, just before Christmas, to photograph it.

Uncomfortable though he must have felt in taking such a precious jewel out in such weather, the results he obtained are spectacular.

This was the only Silver Cloud to have been coach-built by the firm of Chapron in Paris, a limousine on the long wheelbase chassis LBLC22, and every panel was hand-built in France, rather than ex-Crewe. Klaus-Josef reports that even the wheel trims are unique, with the painted rings fitted onto the polished discs being about 3 millimetres smaller than standard.

It was delivered when new to the French actress Brigitte Bardot. She owned the car for some years, and was photographed extensively with it, as far afield as Morocco when the film “Shalako” was being made. Her regard for the car continues, for she wrote a message, in German, to Klaus-Josef, concluding, “Viva my Rolls!!”

Klaus-Josef had some Heritage registration plates to hand, so the car wears them in some of the photographs. He does not mention chilled fingers, but...

As a footnote, the bespectacled and studious-looking alto saxophonist Paul Desmond (1924-77), composer of “Take Five”,





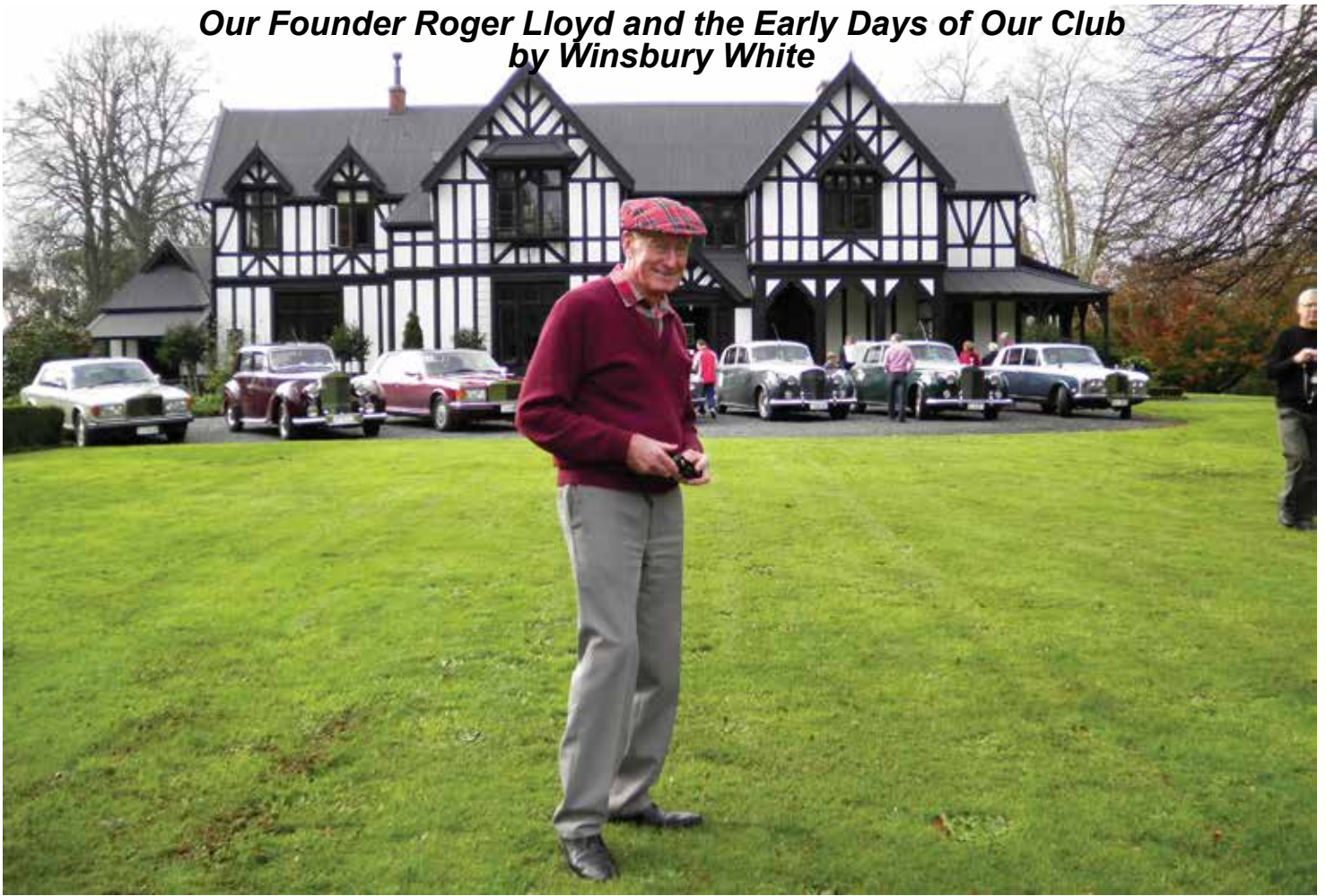
loved beautiful women. He and his colleague and sparring partner in the Quartet, Dave Brubeck, composed the glorious song, “Audrey” in honour of their favourite actress. Desmond died without knowing that it was one of Miss Hepburn’s favourite tunes. It is well worth finding Desmond’s one published article, written in response to the perennial air stewardess’s question, “How many of you are there in the Quartet?” and published in *Punch* magazine. Sadly, Desmond was too busy squiring beautiful women, playing chess, occasionally playing his saxophone, drinking Dewars whisky, and generally hanging out in New York, to write his memoirs. The working title was perfect.

Asked why he enjoyed Britain so much, Desmond said, “All the girls look like Brigitte Bardot, and all the guys look like me.” I hope that has got you in the mood to appreciate Klaus-Josef’s photographs.





Our Founder Roger Lloyd and the Early Days of Our Club by Winsbury White

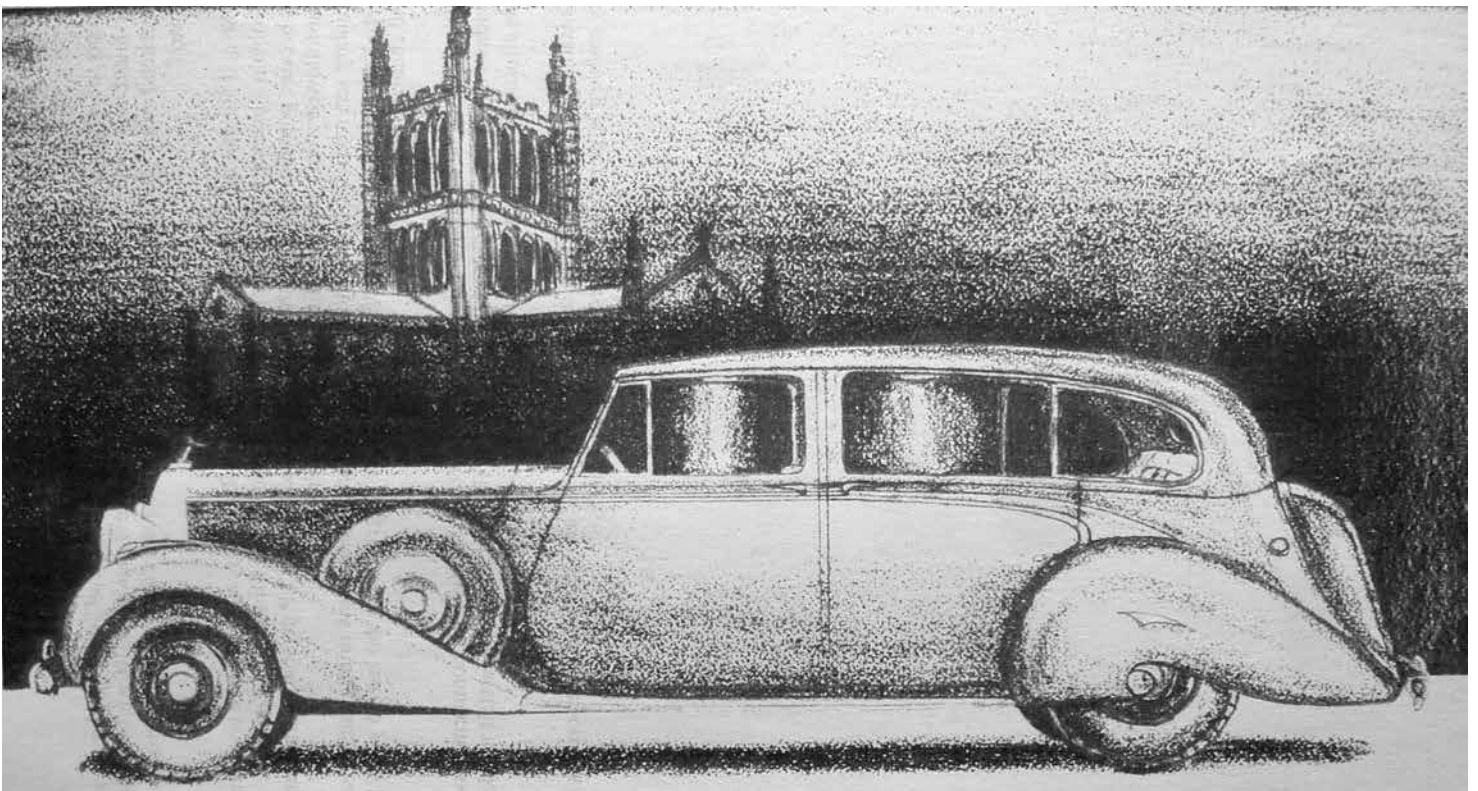


Roger Lloyd during the 40th Anniversary Celebrations of our Club at Overton in June 2011

This article consists of a combination of my notes taken during an interview with Roger Lloyd last year, and extracts from his own record of the history of the New Zealand Rolls-Royce & Bentley Club (Inc).

During his youth, Roger earned some pocket money by mowing lawns and tidying up a neighbour's garage, and came across some *London Illustrated News* magazines. On perusing these he discovered some photographs of Rolls-Royces, Bentleys and Daimlers taken at "coming out" functions. This was the dawn, for Roger, of his great enthusiasm for these cars, and so taken was he by the glamour of it all, that he cut out photographs and made a scrapbook of these and other cars. He still has this scrapbook. He did not know of any of those cars existing in the New Zealand at time, around 1940. At school he was top of his class in drawing, so, unsurprisingly, he started to draw these cars too. The drawing below is of a Rolls-Royce sent from Britain to the 1940 New York Motor Show; Roger was 14 at the time. His interest in this subject led him later to become an architect, specialising in more traditional work.

His first car was a Rolls-Royce, but, alas, only a Dinky Toy. Roger was a child of the Great Depression, and his family were



affected, like most in New Zealand. After the Second World War, he bought his first car, which was, like many of our Club members', and 1930s two-door Morris 8. Thereafter he had a succession of cars, of many makes, until he managed to acquire a Rover 110, which he thought was just great.

He used his Post Office Savings Bank account to save for his first O.E., and on his return he became interested in a Bentley S1 with sand over sable coachwork, which came up for sale at the Archer and Lupp agency. This was purchased, and was filled with local children for their first ride in a Bentley. This act of generosity was typical of Roger's with to involve himself in community matters, in particular giving time to those in need of assistance. The year was 1970.

In 1971 he decided that there was a group of people in the Wellington area who, though they may not have known it, would benefit from belonging to a marquee car club. Roger started out by telephoning and writing to Rolls-Royce owners, inviting them to become members of the fledgling club. He acquired the contacts from Mr Charles Norwood, manager of Dominion Motors. Often the response was, "but I am an ordinary person," the implication being that the prospective member did not want to be seen as "uppity" because they belonged to a Rolls-Royce club. Nevertheless, there was a lot of interest, because initial club outings enabled owners to enjoy each others' cars. They could talk their heads off to each other, rather than to members of the public, most of whom knew little about the cars.

From modest beginnings, with the first magazines consisting of just a few sheets of paper, Roger's chairmanship fostered interesting motoring activities. Among them was a documentary in 1974 by Television New Zealand's Avalon studio, which followed club



Philip Eilenberg and Roger Lloyd with Roger's scrapbooks during our 2011 AGM weekend at Blenheim.

cars being driven around Wellington, over to the Wairarapa, and finished with an interview of Roger in his home at "Seven Oaks."

As Roger writes, "A Bentley Drivers Club Alpine Rally took place in 1971 in the South Island, in which seven members from the North Island took part. A large contingent of South Islanders participated, making it a very successful rally. They gave us a wonderful time socially, and the scenery was just grand. During this rally, the question was asked, as to whether a Bentley Club branch could be formed in the North Island. I had grave doubts about this, looking at the numbers required to make it a practical proposition. In my own mind, I felt that, to succeed as a club, we needed a reasonable membership base; otherwise functions would fall flat. The logical way to succeed was to have Bentley and Rolls-Royce owners in one club. I was very much aware that, at that time, Rolls-Royces were being produced four to one, compared to Bentleys. It made sense, therefore, to bring these famous marques under the same umbrella.

"I therefore proceeded to bring together a handful of owners in the Wellington district for the occasional function at 'Seven Oaks', my home in Wellington, as well as various outings. The Wellington folk who had travelled south, namely Merv Warner, Jim Atkins, Ian Maxwell-Stewart, Don Urquhart-Hay and John Payne, together with their respective families, were the starters. We were soon joined by Ken Boosey, Scott Thomson and Jack Craven.

"Our first major outing was at Queen's Birthday in June 1971, when eight magnificent vehicles drove in convoy from the foot of Dowse Drive in Lower Hutt, over to a Wairarapa Centenary celebration, taking part in a procession. This was a highlight for us, as well as sharing our cars with the wider public. All 43 of us returned to 'Seven Oaks' for a meal, followed by a viewing of films of the Alpine Rally.

"The late Herbert Brinson, soon joined us, and was an absolute godsend. I remember his enthusiasm, which had him rushing out to introduce himself to Rolls-Royce and Bentley owners who happened to be passing through Taupo. Details of owners and cars were posted to me forthwith, for immediate follow-up. With this information, and that gathered with the help of Rolls-Royce agents, I was able to compile a list of known owners, write to them or otherwise meet them personally as I travelled the country. At the time I was known as the Organiser of this fledgling club.

"I should add at this point that my actions in deciding to form a Rolls-Royce and Bentley Club did not go down well with the Southern Bentley Boys, and I was indeed not 'flavour of the month' for a long time. However, as the years have passed, the majority

have realised that numbers are essential, to make a success of any club, and this we have certainly achieved.

"One journey beyond the Capital took me to Auckland, to meet a group of enthusiastic owners of these vehicles at an hotel. That resulted in further new members for the club. Some time later I planned a holiday to the South Island, with the intention of meeting up with owners in Christchurch at the Sign of the Takahe in Cashmere. There, attendees' enthusiasm to be part of the club was obvious.

"I went further south, to Dunedin and Palmerston, and got the same reaction. Thus, the future looked promising, as numbers were increasing, the club gathered momentum, and functions organised became increasingly successful.

"Our rallies developed, covering many places of interest. We have been fortunate, in visiting many of New Zealand's magnificent homes of a bygone era, besides being able to appreciate so much of the natural beauty our country has to offer. We have also visited air pageants, private museums and industries of note, while venues for our annual rallies have included Wanganui, Rotorua, Hastings, Tauranga and New Plymouth, and we have taken over motor showrooms or large buildings for displays of the cars, in each case raising funds for a local charity."

Later in his life, Roger lusted after a Series III Rolls-Royce Silver Cloud, and flew to Britain to start his search. He placed an advertisement in *The Sunday Times* for such a car, specifying that it would have to have no more than 10,000 miles on the clock. Nothing showed up, so, slightly disillusioned, he returned home, and did what his colleagues found unbelievable; he purchased a Silver Shadow in Caribbean Blue. Perhaps the foiling of a need to have the car of his dreams led to his settling for less, and his colleagues had a good laugh, for Roger had often said that he would "never lower himself to have one of those."

Next, he decided upon an earlier Bentley, so purchased a Mark VI, and enjoyed it from 1978 until 2017, bequeathing it to the Southward Museum.

His community and club activities continue, and he says, "In Wellington we have often shared our cars with the old folk in various retirement homes, and that activity has always gone off very well. We also take the cancer children and parents from Ronald McDonald House to Palmerston North, or public gardens for the day, and their response is always electric"

"The number of entrants for rally weekends in the early days was higher, with around 30 cars, and over 100 attending a formal dinner. In hindsight, life was more leisurely, and socially we found it easier to have a four or five day weekend away. Our aggressive lifestyle today dictates a vastly different environment; it is harder to get away."

Roger retired in 1986, and felt that the Capital City ought to have a Rolls-Royce private hire company. He was fortunate to obtain a licence, with the support of the City Council and the Ministry of Tourism. Sovereign Services became popular right from its start, serving weddings, V.I.P.s and tourists, and the many years that followed were very rewarding socially and otherwise.

Apart from voluntary service in the community, he has continued to assist new immigrants to settle in, boarding students from Asia, and serving as a Justice of the Peace. Life for Roger has always been full and challenging.

He has recently turned 90, and after some health problems in 2017, he has been given a clean bill of health, so looks forward to driving his Wraith II this year. He concluded with some kind remarks about our club magazine.

As with many organisations and projects, it takes only one enthusiastic and determined person to kick start the enterprise, eventually enabling a large number of people to enjoy the benefits. Thank you, Roger.

1972 to 2018 by Malcolm Graham

I made some worthwhile purchases at this year's Autospectacular in Dunedin - an event I consider worthy of a special trip, combining displays of vehicles from all branches of the car hobby and an auto-jumble that always throws up some gems.

Among my purchases was *The Motorist's Bedside Book* (edited by Anthony Harding in 1972), a collection of humorous and not so humorous articles from some of the leading motoring writers of the time including Denis Jenkinson, Michael Sedgwick, L.J.K. Setright, Russell Brockbank and our own Eoin S. Young.

Young's article was a humorous wander through the classified ads of *Motor Sport* magazine and the dreams they inspire every month from then till now. The only thing that's changed since 1972 seems to be the prices being asked.

Another article, this time by David Hodges, entitled "Modern Times", sought to discuss the (then) current state of the grand prix scene. It seems that F1 was no longer what it used to be and the author wondered about the effect that the changes in the regulations would have on the future of the sport. It could've been written last week. Possibly it WAS rewritten last week with just the names changed.

The article that really inspired me to write this was "Invest At Your Convenience", by Martyn Watkins, in which he put forward for discussion his list of cars on display at Earls Court that year that would become future classics. Now this is a discussion my friend Peter Harris and I have occasionally - not necessarily cars displayed at Earls Court (not being regular visitors to that part of the world) but cars from the current crop.

With the benefit of 20/20 hindsight, I have to agree with most of his list: AC 428 (good looking, fast, beautifully made, typical of its time); Ginetta G15 (again typical of its time, good looks, ingenious design, relatively good performance and "among the best sort of protest against the contemporary lack of distinction in small cars". Then there's the Jensen FF (the first road car to feature four wheel drive in anything like an acceptable form + all the reasons for AC 428) and the Ferrari Dino ("an obvious all-time classic if ever there was one" - strong words for 1972 and oh, so right 45 years later).

Watkins also lists the Lotus Seven (especially "now it has a fibreglass body" - WHAT!?) and the Morgan +8 which he describes as "mostly pretty unlovable, with heavy steering, an unforgiving gearbox, minimal weather protection and not much room for luggage: an immensely masculine car which will always have an appeal for a particular sort of driver" - whatever that means.

Monteverdi, Range Rover, Reliant Scimitar and Marcos 3-litre; I guess I agree with all those to a greater or lesser extent but 45 years on I found my jaw drop when Watkins specifically excluded competition cars, not to shorten the list but because he couldn't see any future classic status in any of them: CanAm McLaren anyone?

Also excluded are the Fiat 128 (which I kinda agree with) and Mini Cooper S (???) and anything made by Aston Martin (cough). In are anything made by Alfa Romeo, the BMW 2002 and the Datsun 240Z - probably a pretty brave call in 1972.

Excluded also is anything made by Jaguar. While he agrees that the XJ6 and V12 E-type are better cars than the Jaguars of the '50s, the author reckoned that they lacked personality and says the same of Mercedes but he does include the Porsche 911 and the remarkable NSU Ro80 - "the qualities of performance, excellence of design and construction and character, as well as 'period', being more than adequately represented by either of them".

The Porsche 914/916 might qualify on rarity grounds alone - if they don't sell well.

Notable by their absence are Rolls-Royce and Bentley, also anything made by Lamborghini and Maserati. On a less exalted level, there's nothing in the list from Triumph, Rover, Renault, Simca or Vauxhall. While the first four mentioned in this paragraph are all still going strong (though all under new ownership since 1972), only one of the 'less exalted' still survives.

Apart from his comments about Mini Cooper S, Aston Martin and aluminium Lotus Sevens, Martyn Watkins's 1972 predictions were remarkably accurate. I'm assuming that Mr Watkins is now pushing up the daisies somewhere [he died in 2008] but, if he isn't, I'd like to discuss next week's Lotto numbers with him.

PS: What would you choose from the current crop?

The Last of the 37: Revisiting Chassis 26355 the Only Surviving 30 HP Rolls-Royce by Ian Irwin O.A.M.

This article is reprinted from "Praeclarvm" with the permission of the author and editor.

It is a very long time since there was a comprehensive report on the discovery of Chassis 26355. Additional information has come to light in the intervening years, and a new generation (or two) of members within our club will most likely never have heard anything of the remarkable recovery of this historic survivor. Ian Irwin delves into his archives to bring us into the fold.

Back in the mid-1950s, an exceptional event took place in South Australia. The discovery and exhumation of an abandoned and derelict Rolls-Royce chassis, from beneath weeds and rubble occurred on a tomato farm in the Adelaide Hills, and the news reverberated around the world. The media in all corners of the civilised world seemed to latch onto the exciting news. The news of the discovery of the remains of a 1905 model Rolls-Royce 30 HP, which had been exposed to the weather for several decades, at a time when it was thought all examples of the model were extinct, was welcomed in Rolls-Royce circles everywhere. The 30 HP model Rolls-Royce was the first 6-cylinder chassis manufactured by the Company. The engine blocks were cast in pairs, the same as the 20 HP cars of the time; so three pairs of two-cylinder blocks, whereas the 6-cylinder Silver Ghosts that followed shortly after had a pair of three-cylinder blocks. It was the major missing link in the production chain of Rolls-Royce cars.

The discovery took place long before the formation of the Rolls-Royce Owners' Club of Australia. The fortunate few who were directly involved in this history-making event were all members of the Veteran Car Section of the Sporting Car Club of South Australia, with several later active in our Rolls-Royce movement when it came to fruition.

RROCA members were given an account of the event in an illustrated report published in the Club's small format Quarterly Journal, *Praeclarvm*, Vol III, No 1. An array of photographs complemented the report, but the images were small and a little indistinct, leaving us hankering for more photographic detail. In recent times, copies of some of the original photographs have surfaced, and their clarity justifies for us the opportunity to re-live the event, albeit some sixty years later.

The chassis of 30 HP 26355 was laid down in 1905, with the factory test of the completed chassis undertaken on 11 January 1906. It was bodied with Landaulette coachwork by Hill and Boll, Coachbuilders, Yeovil, Somerset, and sold to Mrs Alice G. Tate of London and Derbyshire. It was retained by Ms Tate until early 1912.

In *The Edwardian Rolls-Royce*, (Fasal, J. & Goodman, B., 1994) we learn that 26355 became the property of Sir John Barran, MP, of Yorkshire, but beyond his ownership, no definitive record of 26355 ownership exists, and there is only speculation as to subsequent ownerships until the car was known to be in Australia in 1934. In *Rolls-Royce and Bentley in the Sunburnt Country*, authors David Neely and Tom Clarke found that this car had UK owners subsequently, and that it was offered for sale in 1913.

The *Manawatu Times* of 27 January 1915, (p.8) carried the following bold advertisement:

FOR SALE: ROLLS ROYCE MOTOR CAR. 30

H.P. 7-Seater. Headlights, Electric sidelights, Electric horn, set spares, Splendid order, Any Trial Given. Henderson and Naylor, Cycle and Motor Engineers, Palmerston North.

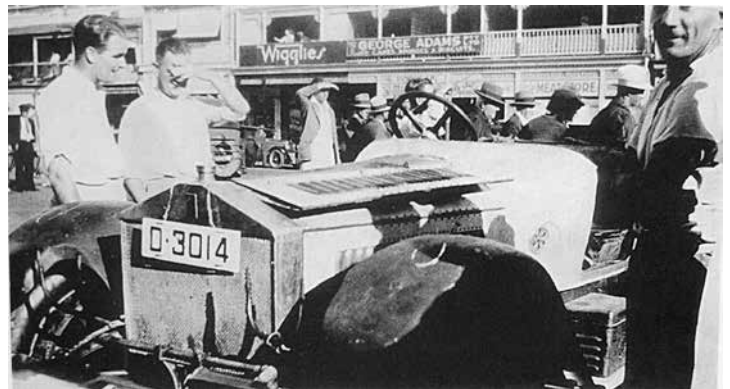
The print in many old newspapers is indistinct, which can lead to doubt, but the entire wording of this advertisement is precise, more than 100 years since it appeared.

In the pre-Great War period, it is known that there were vehicles of various makes, Rolls-Royce included, moving between Australia and New Zealand, and vice-versa, so this revelation of a 30 HP in New Zealand introduces the possibility that the car offered in January 1915 in Palmerston North, may well have been 26355.

Until now, there has been no hint of a 30 HP Rolls-Royce ever being imported to New Zealand, and certainly none ever discovered there. Hitherto, the only 30 HP known to have

emigrated to the Antipodes was 26355. The writer warns against speculation, but one cannot discount the possibility that the Palmerston North 30 HP Rolls-Royce, being a six-cylinder car, may have found a new home across the Tasman Sea.

By the early 1950s, it had long been known that this early car had existed in South Australia, for it participated in the 1934 and 1936 Veteran Car 'Old Cocks' runs to Glenelg. It was one of two cars misidentified as 1907 models, the other being the Barr Smith family's 1910 car Chassis 1388. At that time the 30 HP was fitted with a later tourer body, and we are fortunate indeed that a photograph exists to remind us of the car's participation in these events more than 8 decades ago.



The 1905 model 30 HP participated in the 1934 and 1936 'Old Cocks Races' from Adelaide to Glenelg. Here is the car in Moseley Square, Glenelg, 1936. Photo: Gavin Sandford-Morgan.

Just how and when the car came to South Australia remains unknown, but, for a long time, the car had been forgotten. It had been presumed to have been destroyed, along with so many early Silver Ghost Rolls-Royce and other period cars which had come to Australia.

The story was first related in *The Veteran Car in South Australia*, the journal of the Veteran Car Section of the Sporting Car Club of South Australia. Rumours of the existence of an early Rolls-Royce were circulating amongst some of the members of the club. It was suggested that the remains of the car lay somewhere in the Virginia district, around 15 miles north of Adelaide. It was said back then that it was Len Vigar, who pursued the matter, and with the eager support of Laurie Vinall and several others, the car was eventually run to ground amidst weeds and undergrowth on a tomato farm on the main Port Wakefield Road. Gavin Sandford-Morgan likened it to 'a discovery to rival anything which Pompeii, the Valley of the Kings, or the mountains of Peru had disclosed.' Well, we now know this not the full story.



The abandoned chassis of 26355 lay in the open, exposed to the torment of the elements for several decades. This photo captures the sight that greeted those who came to save her.

Laurie Vinall backed off to enable Len Vigar, the principal behind 'the discovery', to negotiate the acquisition of the remains. Len then discussed the matter with Gavin who, as the owner of the 1910 model, Chassis 1425, had been the first to restore an early Rolls-Royce in Australia. These two gentlemen jointly negotiated a deal with the owner. Upon the purchase, the chassis and miscellaneous parts were soon to be removed to Len Vigar's farm at Eden Valley.

An important hand-written letter on several scraps of paper, and dated 25 June 1970, has recently surfaced in South Australia, and corroborates the understanding at the time of the purchase by the vendor. From this document, the survival of which is, in itself, also miraculous, we can now confirm that one Albert Beaufort Fuss, had bought the car from the Adelaide motor

VIRGINIA. S.A.
25th June, 1970.

VIRGINIA ROLLS ROYCE 1907

Late in 1938 or early 39. I saw an advertisement in the Adelaide "Advertiser" - Rolls Royce for sale £350.00 at Torrenville, South Australia.

I purchased the car and towed it to my father's property at Mellor Avenue, Underdale. At this time I was purchasing a property at Virginia to grow tomatoes, and took the Rolls Royce to Virginia with the idea of restoring it as best I could. By the time I had got it to pieces, I was committed to developing the tomato business. I also married about this time and was busier than ever.

The Rolls was parked away and forgotten. Robert Sanders of Virginia knew I had it and suggested I sell it to somebody in the Veteran Car Club of South Australia, who could restore it. I eventually got in touch with Mr. Vinall about 1956 and made a deal with some members of the Veteran Car Club of South Australia.

Witness [Signature] J.P.

Signed

[Signature]
A.B. FUSS

firm of Autocars Limited, of Grote Street, just off Victoria Square in 1938 or 1939, for £35.

A further but yellowed and mellowed copy of this same letter, more legible in that it was typed, has accompanied the original, and is signed by A.B. Fuss and witnessed by a J.P. whose name is indecipherable; very thoughtful and forward-thinking, in that these documents have preserved history previously unknown.

Fuss was one of three children in the Fuss family of Underdale, and his documentation of the car he had purchased was further corroborated by 98-year old Col Wagener, who recalled seeing the car offered for sale as a buckboard (local South Australian terminology for 'cut-down to a ute') offered by a Kingsley Ford, for £25 in the 1930s.

So we now know that Beaufort Fuss purchased the vehicle and towed it to his father's home in Mellor Avenue, Underdale,



Impeccably dressed for the occasion, Gavin Sandford-Morgan manipulates the chassis onto the recovery truck.

in those pre-War years. After securing his dream block of land at Virginia, Fuss then transferred it to this block. Fuss set up his commercial tomato farm, creating it from overgrown virgin bush, spending every possible hour establishing the site to make a comfortable living. Progressively the dream to restore the car became beyond his capacity, and the car was neglected. The engine and gearbox lay in a shed on the farm, and other components were strewn about in outbuildings and in the open.

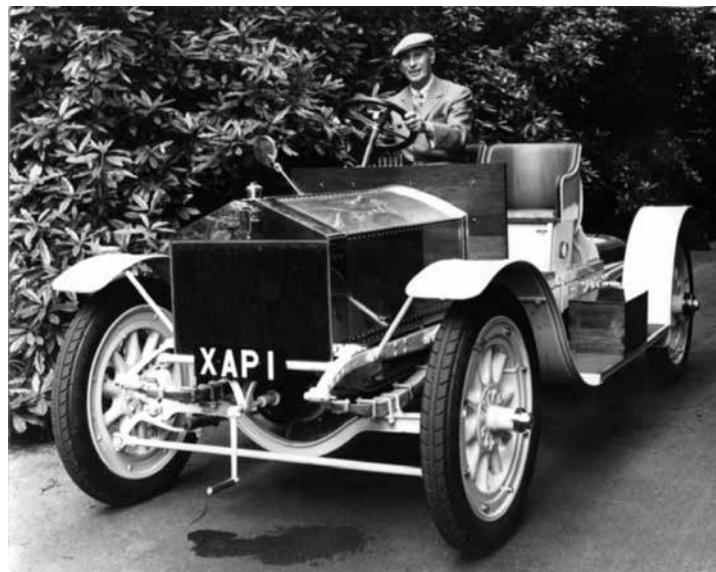
Writing of the occasion, Gavin Sandford-Morgan comments on the components of the car that were collected in 1956. 'The chassis was reasonably complete, including springs, running board brackets, and front and rear axles complete with decaying wheels. The gearbox was partially dismantled, but appeared reasonably complete except that the change mechanism was missing.'

On the components that were missing, Sandford-Morgan says these included 'the radiator, the bulk-head, the entire ignition system, the carburettor, all water pipes, all controls and instruments, and the front of the timing gear housing. Missing also were parts of the steering column, the steering wheel and all controls, while the steering box was in a very advanced state of decay, the aluminium housing of the box being badly corroded.' 'The engine itself was reasonably complete, as was the clutch and most of the transmission, but many of the smaller parts were either missing or damaged beyond repair.'

In the relatively recently-surfaced letter we now have, Fuss says the existence of the car was known to locals. He says that Robert Sanders of Virginia suggested to him that he should sell the car to 'somebody in the Veteran Car Club of South Australia who could restore it.' He goes on to say that 'I eventually got in touch with Mr [Laurie] Vinall about 1956, and made a deal with some members of the club.

So it is now known to be more of a revelation than a discovery, but, in saying that, it was a very exciting revelation indeed. Of the 37 examples of the 30 HP Six-Cylinder Rolls-Royce manufactured, none until that time were known to have survived, and no other has surfaced anywhere in the world in the intervening sixty years or so.

Gavin Sandford-Morgan and Laurie Vinall, (the latter having bought Len Vigar's interest in the car) decided that, to do justice to the car, this could only be achieved in the UK, where skills and parts were more likely to attain the best end result. The car departed in 1958 for the UK, to be restored by the renowned Rolls-Royce enthusiast, Stanley Sears of Bolney, Sussex. Sears had previously restored another 1905 Rolls-Royce, the Light Twenty (20 HP) Chassis 26350.

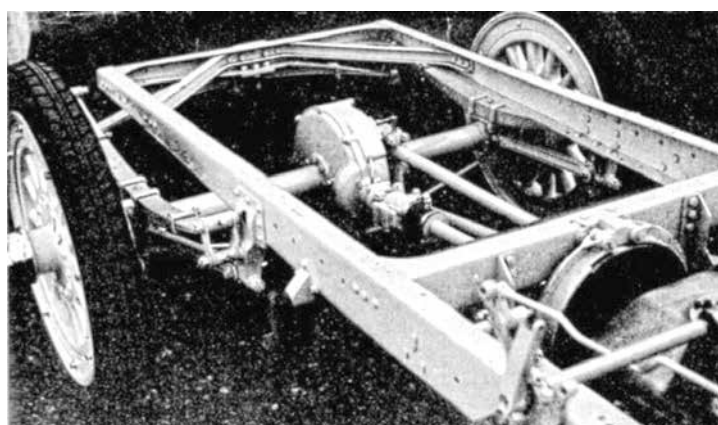


Proud moment: Chassis 36355 rolls again, with restorer Stanley Sears at the wheel.

Photo: Neville Minchin, via Tom Clarke.



*Colour photo of car 26355, the last of the 37, outside the Showrooms of P & A Wood. Vertical striped paintwork was in vogue when the car was new.
(Photo: Martin Bennett.)*

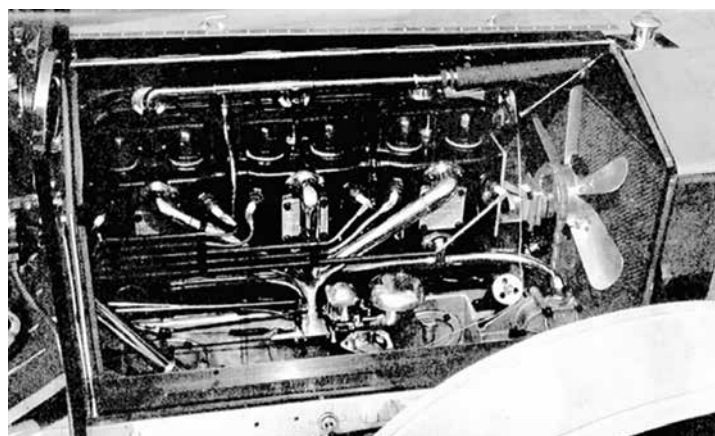


30 hp chassis 26355, showing chassis frame bracing and attachments for rear suspension, rear-axle torque strut, thrust and braking links and the transmission-brake anchorage.

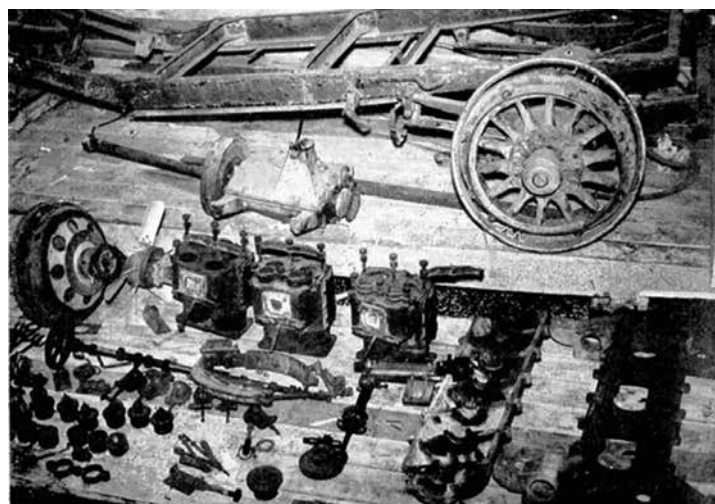
During the shipping of the parts, the chassis frame suffered a collapse and distortion, but its years of exposure would not have done it any favours.

The chassis restoration of the 30 HP was completed in less than 3 years, with single seater coachwork constructed by Jarvis Coachworks of Edgware Rd, London. Sears retained the car for nineteen years until cars from his extraordinary collection were offered for sale in 1977. It has had subsequent owners in Switzerland, the UK, and then Oklahoma and Florida USA. It made another public appearance in the UK in the early 2000s, along with other early cars at the premises of P & A Wood in Dunmow, Essex. It is understood that the car has for some years now been in the hands of a UK enthusiast, and in the regular care of P & A Wood.

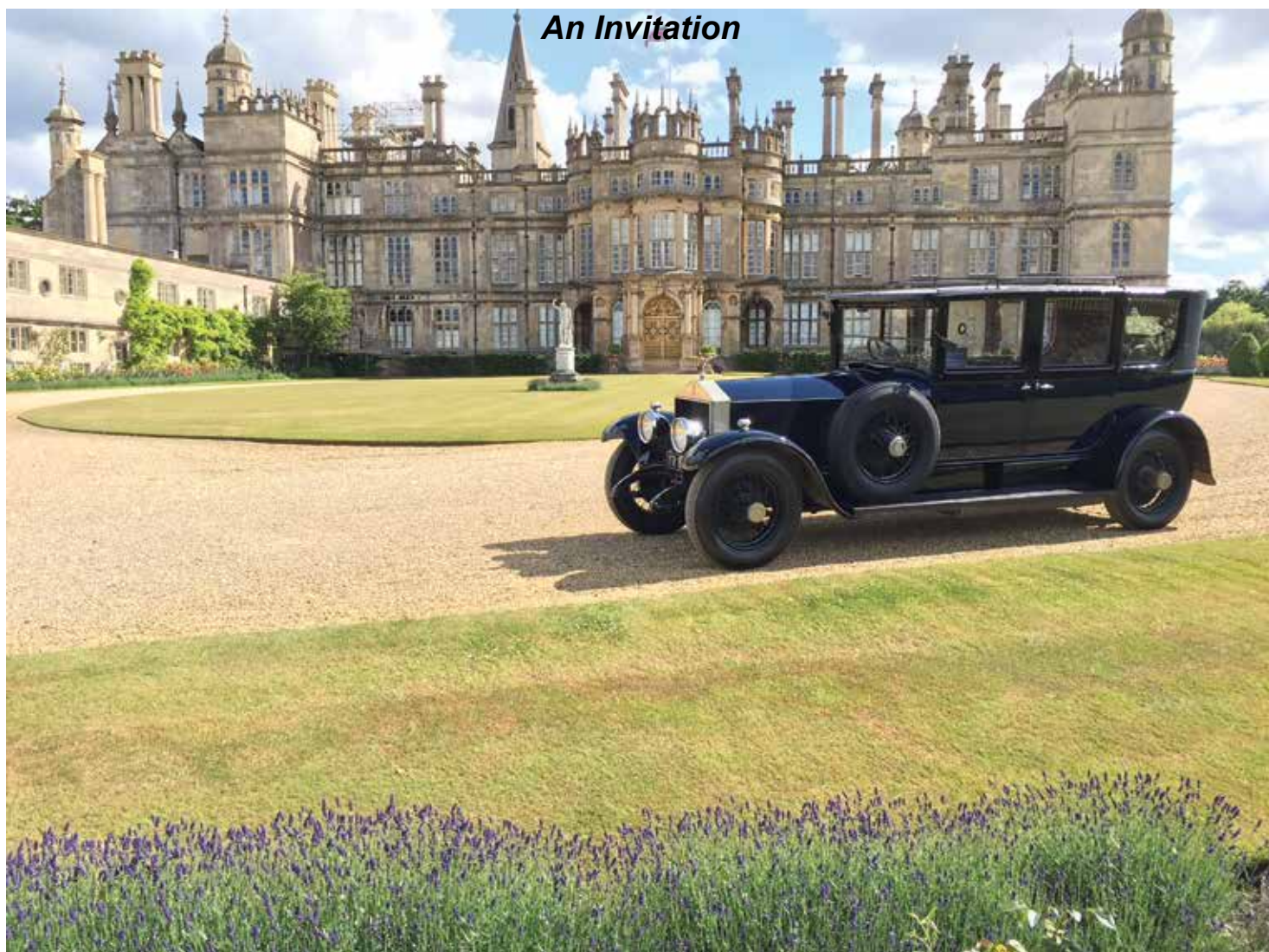
Acknowledgements: The late Gavin Sandford-Morgan (SA); *Praeclarvm* Vol III No 1, 1967, (pp5-8); The late George Brooks,(SA); The National Motor Museum, Birdwood South Australia; Terry Parker,(SA); the late Stanley Sears, (UK); the late C.W. Morton, (UK);Martin Bennett, (ACT Branch); Col Wagener. (SA); Tom Clarke, (UK).



A contemporary photograph of the engine of a 30 hp 6-cylinder of 1906 showing the long induction system branch pipes, single jet carburettor with mushroom-type air silencer, vee leather fan-belt and the inlet rocker dome bridges.



Miscellaneous parts of the car, as un-crated on arrival in England; many of them are readily identifiable



An Invitation

*Burghley House, the venue for the 2018 Rolls-Royce Enthusiasts' Club celebration of the first post-war Motor Show, seventy years ago.
The programme appears on page 24.*

Dear New Zealand Rolls-Royce & Bentley Club,

We, the RREC, Rolls-Royce Enthusiasts' Club, are presenting a new event, part of our Annual Rally & Concours, a **Tribute to the 1948 Earls Court Motor Show** that will take place on the **22-24th of June 2018 at Burghley House**, Stamford, Lincolnshire, PE9 3JY.

The post-war return to car manufacture marked a new and exciting renaissance for Britain and the world, and it was in 1948 that Earls Court reopened its doors for its first post-war motor show.

We, the Rolls-Royce Enthusiasts' Club, are opening our doors and holding a special celebration to mark this unique moment in British motor manufacturing history by presenting this **70th year Tribute to the 1948 Earls Court Motor Show**.

As your members are proud owners of cherished classic cars and motorcycles, we are calling **ALL** post-war 1940s vehicles, for the very first time, to come and participate in this very special weekend event, which is to be held in conjunction with our annual **Rolls-Royce Enthusiasts' Club (RREC) Rally & Concours at Burghley House, Stamford, Lincolnshire, PE9 3JY next 22-24 June 2018**.

Burghley House is a stunning location with a magical fairy tale backdrop for classic cars, and it provides an interesting venue to visit, being regarded as the finest Elizabethan house in the UK.

As well as having all models of 1940s cars and motorcycles on display, and to help create the atmosphere, participants will be encouraged to wear period dress with 'best costume' prizes awarded, along with period stalls, book signings, exhibitions, presentations and more.

We would like to have your presence to share the experience with other significant Classic Marques, American and Continental, that either launched or exhibited at the Earls Court Motor Show in the 1940s. Please feel free to share this information with your members via your website, Club magazine, newsletters or e-bulletins.

We would like your help with your club members, to make a selection of five **1940s motors**, especially from 1948, which will enhance this event with their stylish presence, and will be made most welcome.

We are hoping to have as many classic car clubs present at our Earls Court Motor Show (**ECMS**) event as possible and invite you to apply to display your motors from the 1940s for this event.

Please forward this message and attachments to your club members and please add to your website, e-bulletins and club magazines. Thank you!

My/our enthusiastic best to you and your club members!

Gerard Le Clerc and ECMS Team
mobile: +41 76 335 1883

leclerc.g@sunrise.ch

RREC ECMS & Team

RREC World Watch

RREC International Correspondent



Also available at the 1948 Motor Show, an Austin 8, and the people eager to sell you one.



Friday 22 June 2018

1200: Gates open; Refreshments available on site; Club Shop open; Members' Spares open

1400-1500: SEMINAR (RR&B) 1500hrs-1600hrs: SEMINAR (RR&B)

1700: Club Shop closes

1730 -2000: Evening Reception at Burghley House

Saturday 23 June 2018

0900: Gates open; Refreshments available on site. **NO ACCESS BEFORE THIS HOUR** Members Spares 0930: Club Shop and Members' Spares open; Children's play area open

1000 -1100hrs: SEMINAR (RR&B)

1000 -1100: Holloway's Auction of Automobilia

1100 -1700: Burghley House open to visitors. 20% discount for RREC members on proof of membership

1100 -1200: SEMINAR (non RR&B)

1230 -1330: Earls Court Motor Show Reception, including talk and book signing in the Seminars Marquee

1330 -1500: Grand Cavalcade of Earls Court Motor Show vehicles in the main arena

1400 -1800: Holloway's Auction of Motor Cars

1500 -1630: Musical Entertainment

1700: Club Shop and Children's Play Area close.

1930: Annual Rally Gala Dinner at Holiday Inn, Peterborough West

Sunday 24 June 2018

0900: Gates open. Refreshments available on site **NO ACCESS BEFORE THIS HOUR**

0930: Members' Spares open

1000: Club Shop open. Judges report to Judges' Marquee. Children's play area open.

1015: Judging Commences. Please have your car in position if it is entered for judging

1100: Cars not in position for judging will be disqualified

1100 -1700: Burghley House open to visitors; 20% discount for RREC members on proof of membership

1200 -1400: Pre-booked Buffet Lunches in the Seminar Marquee. A limited number of places may be available on the day. Payment on entry.

1330: Judges to have handed in all judging sheets.

1400: Winners selected and rosettes attached to relevant car mascots, which will assemble in the Collecting Area ready to enter parade ring to collect awards and display cars.

1430: The Most Elegant in Show Trophy winner will be selected

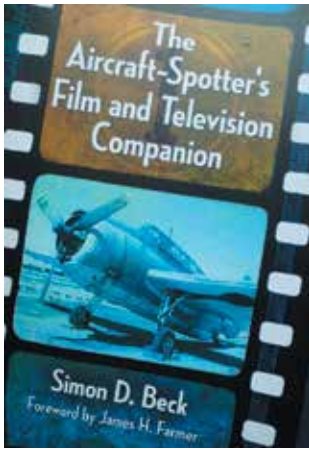
1430: Parade of selected 20-49 Motor Club vehicles in the Main Ring

1500: Prize Giving commences in the Main Ring

1600: Children's play area closes

1700: Club Shop closes

1700 onwards: Members Disperse



The Aircraft-Spotter's Film and Television Companion

by Simon D. Beck

"C-119G, N15501, was the flying aircraft in the film seen in the opening titles, oil-camp scene and takeoff. Originally built as one of thirty-five C-119F Flying Boxcars for the RCAF from 1952, they were all upgraded to 'G' standard before their final retirement in 1967."

So you're a movie fiend. Ever heard of that 1973 nail biter *Ace Eli and Rodger of the Skies*? Probably not—unless you happen to be researching the early history of the then utterly unknown Steven Spielberg, who was the screenwriter.

Simon Beck has combed through 350 feature-length films and TV series and shows that have "sizeable aeronautical content" to shake out their airplane data, doing the Sisyphus work that so many us who watch a movie that features an aircraft we can't identify wish someone would find/take the time to do!

It has taken him years, and thorough as the book it is there are obviously thousands more films and shows that didn't make the cut—this time around. In many instances, Beck's analysis is as granular as the quote above, in other cases even he finds nothing more to say than, for instance about *Pushing Tin*, "*Mildly entertaining, kept mainly afloat by the star quality of the cast. Features some good air traffic control*

sequences and a scattering of various airliners in action. Can't really say much else."

Even if you don't see yourself whipping out this book every time you need an answer while watching a movie (but you will once you make a habit of remembering) realize that it contains plenty of tidbits on the general-interest level for anyone curious about the inner workings of movies—where do movie planes come from, what happens to them afterwards, are they replicas (and who made *those*?), how scenes were shot etc. etc.

But, ultimately, it is the data hounds for whom this book will be a serious tool and not just an entertaining diversion. Aviation historians, for instance, will appreciate that Beck has managed to solve several long-standing riddles regarding the identities of certain aircraft (not least the ones related to the quote above, from *The Flight of the Phoenix* [two different movies]) or that he strives to establish accurate serial or registration numbers (consider that Second World War era movies intentionally obscured or altered them) and points out build features that indicate a replica or modifications to fit a movie configuration or attain airworthiness. If applicable, filming locations are given Google Earth coordinates.

Section 1 covers feature films in alpha order, section 2 TV series, and if that's were all the book did it'd be a winner. Section 3 makes it a proper reference-level tool: a 100-page listing by manufacturer, bristling with tables and cross-references. One Appendix lists Aviation Film Pilots and Technicians and two others examine the inventories of two aviation film companies, Tallmantz Aviation and Blue Max Aviation. Even the film appearances of US aircraft carriers are broken out, and source and bibliographic material is listed.

If the book is missing anything it'd be a hardcover because it'll wear out from use!

Beck, a New Zealander with a life-long passion for aviation and cinema history who works in the television industry, may well be familiar to readers: he presides over two eminently useful web projects, one about USAF/USN military aircraft from World War II to the present and another dedicated to the history and preservation of the world's first purpose built, twin-boom cargo transport.

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The Aircraft-Spotter's Film and Television Companion

by Simon D. Beck

McFarland, 2016

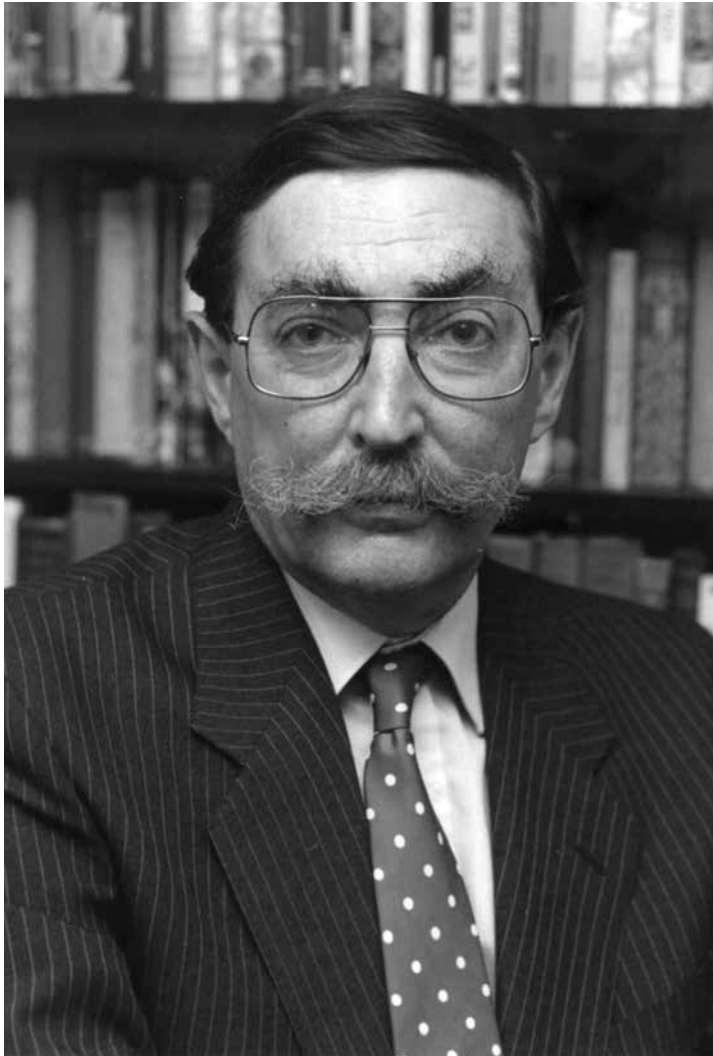
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Berwick Taylor and Michael Midgley pause beside a brace of Bentley Continentals at yet another idyllic spot during the First Light Rally in November.



Sandy Skinner, who has contributed erudite, yet whimsical, articles to our magazine, died at his home in the idyllic village of Winchcombe, Gloucestershire, on 6 January. After a stroke last year, which destroyed the link between his still ultra-active mind and his speech, he found life very frustrating, and tired easily. Sandy was editor of the Vintage Sports Car Club "Bulletin" for the relatively short span of 1970 to 1973, but he remains my personal favourite. His photograph captions had the flavour of his having taken the pictures down to the pub for his cronies' enjoyment and suggestions. One, of a 30/98 Vauxhall cornering on a rough gravel road in Australia had the comment, "It won't be nearly as nice a country when they finish building it." To quote his favourite word to finish a discussion or assertion or whatever, "Quite."

Sandy was a diminutive man with a flowing moustache and glasses, which tended to dominate his face. He loved building Specials, the more outrageous the better, and they tended to be so cramped that only he could drive them. The Phoenix Special was based on a G.N., that primitive cycle-car conceived by Archie Frazer-Nash and Ron Godfrey before the Great War. Sandy designed a badge for it, and had it made by a respected firm. When it was delivered, the cost was rather more than he had budgeted for, and he advised that he would pay, but that it would take some time to do so, and the funds might have to come from a variety of sources. So began the saga, as Sandy's cronies entered into the spirit of the Wizard Wheeze, and whatever was left over from holidays to obscure pre-Euro countries was carefully paid towards his debt, and receipts issued. An Austin Seven with a light, pointy-tailed plywood body followed, and he wrote in a letter of having carved up several modern sports cars until, as he entered a roundabout, "there was a tremendous Bang, but by sheer luck I was able to coast into a pub car park, as though that had always been my intention, and it was Opening Time too." Yes, very quick, and John King remembers having great difficulty in keeping his rental car within cooee of Sandy's 2CV Citroen. Sandy missed being able to drive....

His Riley Special was designed to offend as many purists as possible, with a Ford Model B engine with an overhead valve conversion, squeezed into a Riley Imp chassis. Called an Elf, one suspects as a reference to the "Elfin Safety" regime he saw as taking the fun out of everything, rather than the Mini based BMC device; again, only Sandy could fit into it.

His infectious sense of fun was countered by a serious love of engineering and its history. He must have been one of the last people to have known, for instance, Fred Lanchester, one of the first generation of car manufacturers. The extensive library he amassed reflected his enthusiasm for the engines which powered the early cars and aeroplanes, and he acquired one of 100 copies of the December 1915 publication *The First Aero Engines made by Rolls-Royce*, marked "Confidential, not to be shown to anyone without the authority of the Directors."

After service in the British Army, and a degree from Cambridge, he worked in the Public Relations field.

He took The Bulletin from the generation of the Club's foundation in 1934, into his own generation, and ensured that the high regard for the founding marques of the VSCC was tempered by affection for the most unlikely cars.

A grand wee man, who brought joy into many lives, including his devoted wife, Charmian; the production line of people like Sandy Skinner seems to have stopped.

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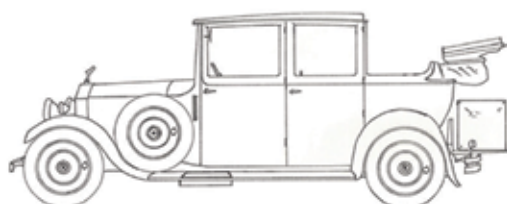
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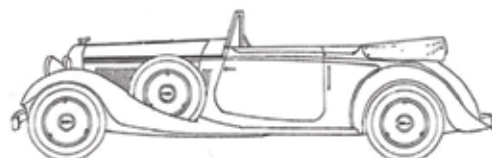
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