

# New Zealand Rolls-Royce & Bentley Club Inc

Issue 13-6, 2013





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

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### NEXT MAGAZINE:

Deadline for receipt of all material for Issue 14-1 is 22 January 2014.

(Front and back covers)

The ex Peter Russell Mark VI Bentley B195EW and Frazer Nash in very attractive surroundings

Photographs by Brian Wright and John King.

## Membership

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

**FEES:** Registration Fee \$ 10.00 (once only)  
Membership Fee \$115.00 (annual, reduced to \$100 for prompt payment)  
Family membership \$ 5.00 (annual)

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

## Chassis Records

The Company's Construction Records, which accompanied every Rolls-Royce and Bentley chassis (since 1931) through its production at Derby or Crewe, are a valuable resource for subsequent owners. They detail the original order, any special equipment, and the results of tests and inspections prior to dispatch. The records for all cars over 10 years old are held by the RREC in the UK, and copies are available to members of that Club. The number of pages for early cars may be up to 20 or more. Records for a Silver Shadow can amount to even more pages and cost around \$NZ150. To obtain a copy of your car's records, contact the Club's Post WW2 Technical Liaison Officer, Roy Tilley, on 04 566 0850 E-mail [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)

## Advertising

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

## Mainland Comment

The following ditty appeared in the Riley Register *Bulletin* Number 100, December 1980:

“Getting out a journal is no picnic.  
If we print jokes people say we are silly.  
If we don't they say we are too serious.  
If we clip things from other magazines,  
We are too lazy to write them ourselves.  
If we don't we are stuck on our own stuff.  
If we don't print every word of all contributions,  
we don't appreciate genius.  
If we do print them,  
the columns are filled with junk.  
If we make a change in the other fellow's article,  
we are too critical.  
If we don't we are blamed for poor editing.  
Now, as like as not, someone will say  
We swiped this from some other source.  
We did.”

The then editor of the Riley Car Club of New Zealand's magazine was standing down from his second stint in that post, and he had reprinted the ditty from the time when his predecessor, the late Alan Wells, was retiring. Goodness knows where Alan found it.

The editor who retired in 1980 was Tom King, and since that bloke has been editing your magazine since 2004 it is time he retired and a successor found. This is the 59<sup>th</sup> magazine under this editorship, and it has been fun as well as challenging. I was warned some years ago by an editor whose skills and maturity I respect, that an editor should retire before staleness sets in, usually reckoned to be after about seven years.

As editor, I am grateful to our advertisers, who have supported us in our style; to our Club Executive, who have left me alone but have provided tacit support; to our contributors, who have provided us with sparkling articles and ideas; to the world-wide network to whom we can turn for information, no matter how arcane; to our printers, Club members Ed and Hinemoa Boyd in particular, who have made a sow's ear into a silk purse on many occasions; and to you, our members and readers, for coming along on the ride.

Please note that PDF copies of past magazines, back to the date when we went to our all-colour A4 size in 2003, are available if you drop an e-mail to your editor.

A bit of sloppy editing of our magazine 13-5 meant that the telephone numbers of some new members were incorrectly reported. Tony, Dale and Scott Milne have (03) 212 7056; and Arthur and Clare Malcolm have (03) 348 1914. Sorry.

Further contact with overseas like-minded clubs has resulted in our having PDF copies of the fine magazines produced in Australia by the Vintage Sports Car Club in NSW and the Vintage Car Club in Queensland. Contact with Will Morrison of the Bentley Drivers Club in Britain brings this site for the W.O. Bentley Foundation, [www.wobmf.co.uk/foundation-corner](http://www.wobmf.co.uk/foundation-corner) with its excellent research on Matters Bentley.

In this issue Jim Sawers continues his excellent series of articles about people fondly remembered, and Peter Russell is a worthy subject to join those great Bentley owners of the past, C.W.F. Hamilton and Lucy Wills, in a tribute. All of us who were lucky enough to meet Peter will remember him as a kindly and friendly man, always seeming to remember anyone he had ever met. He seemed to be having fun in everything he did, and must have been a great unofficial ambassador for New Zealand during his travels. Thank you, Jim, for bringing Peter Russell alive again for us.



*This is the view of Akaroa Harbour which greets the viewer from Hilltop on a typical autumn morning.*

The Southern Region has volunteered to organise the 2014 Annual General Meeting Weekend, timed to coincide with the long weekend which Anzac Day on Friday will bestow. **Akaroa is the venue for the AGM Weekend.** It is a picturesque small town and former French colony about an hour's drive from Christchurch. That proximity will enable a shuttle service in local members' cars to visitors from other Regions who are not bringing their cars. Alternatively, this would be a good time for members of other Regions to start organising a South Island Tour to coincide with 25 to 27 April 2014.

Akaroa was a French colony before the British claimed the area in 1843, and the French culture is evident in the style of architecture of the many old houses which survive.

The harbour is deep, and since the Canterbury earthquakes has become the port of call for the season's cruise ships. Harbour cruises to observe the spectacular coastline and the dolphins which abound in the area are worthwhile.

The first vineyards were established in the mid-19th Century, and there have been many re-established recently, including one at French Farm, where we are holding our final lunch on Sunday 27 April.

The town is easy to explore by foot, with cafés, bars, interesting galleries and shops to entice strollers.

**Full details are on the Club's website [www.nzrrbc.org.nz](http://www.nzrrbc.org.nz)** but the format will be as follows:

**Friday 25 April 2014:** Registration, Welcome, and Drinks before 7 p.m. Dinner at the Grand Hotel, Rue Lavaud, Akaroa

**Saturday 26 April:**

10 a.m. Banks Peninsula Tour

5 p.m. Annual General Meeting

6:30 p.m. Drinks, followed by Dinner at the Grand Hotel

**Sunday 27 April:** Farewell Lunch at French Farm Winery, followed by a visit to Nancy Tichborne's studio and gallery.

**A Registration Form is included with this magazine**

#### **SOUTHERN REGION**

**Sunday 26 January 2014: Martin Vincent's Traditional Summer Visits to Canterbury homesteads, this time Terrace Station at Hororata.** Kate Foster has written: I have confirmed in my diary 26 January for a visit by the New Zealand Rolls-Royce & Bentley Club. We will expect you to arrive sometime after 11.30 a.m. and to bring your picnics into the garden; you will have made use of the toilet facilities at the Hororata Domain. The new toilet block is approximately opposite the Hororata Hall and can be accessed either from Hororata Road or, if the double red gates are open into the Domain, you drive in, turn left, and the first building on your left is where you want to be! The charge for Terrace Station, which goes to the Terrace Station Charitable Trust, will be \$13.00 per head. This includes viewing Richard's cars.

The homestead and garden date from the late 1850s when the property was owned by the Studholme brothers. In 1861 John Hall bought the station and, together with his land to the west, called his property Rakaia Terrace Station, as it included large terraces on the north bank of the Rakaia River. During the next forty years additions were made to the original three roomed house which had come pre-cut from Australia.

The extensive garden area has adapted from the Victorian formality of earlier times to a relaxed, easy care style. The original layout is still in evidence, and there are many interesting trees. Visitors are able to look into the front rooms of the homestead and on display on the verandah will be early photos, farm records, and books. You will hear some of the significant history of the house and garden and the future plans for this important part of New Zealand's history. [www.terracestation.org.nz](http://www.terracestation.org.nz)



*This image, used with the permission of the Sarginson family, is from the late Euan Sarginson's book "Vintage" and shows cars and owners at Terrace Station.*

## Regional Reports - Northern Region Report by Glynn Williams

The Northern Region's Spring-time run is for no reason other than to enjoy using our cars. This year it was decided we would go to Russell for the weekend of 28 and 29 September, and stay at the Duke of Marlborough Hotel on the waterfront. The weather was fine, the venue lovely, and the food good.

After pre-dinner drinks we were ushered to the small dining room which we had to ourselves, and this was perfect for our little group.

The oldest Rolls-Royce was the Garretts' 1907 Ghost Tourer, and the oldest Bentley was the Morelli 1929 4 ½ litre tourer. Other cars were Williams 1952 Mark VI, Merryweather Silver Cloud II, Scampton Silver Cloud III, Hadfield Mulsanne Turbo and Going Silver Spirit.

Poor Angela Houry had to cancel at the last minute as her husband Chris was rushed off to hospital, but he is now OK.



Our dinner group at the Duke of Marlborough; Mary and Peter Morelli aboard the Russell ferry.

## We Welcome the Following New Members

Steve and Dot Wynne  
132C Stanners Road  
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Kerikeri 0295  
(09) 4078663 (021) 0236 0326  
[stevewynne@xtra.co.nz](mailto:stevewynne@xtra.co.nz)  
1925 3 litre Bentley  
Chassis 513

*Rob Carthew's photograph of new members Steve and Dot Wynne's 3 litre Bentley, chassis 513. The word "skimpy" was often used in the 1920s and '30s to describe the more sporting bodies, and this coachwork, on what seems to be a short chassis 9 foot wheelbase, certainly is. We look forward to seeing Steve and Dot, with the car, at our events, and to hearing more about the car. It wears the tapered "100 MPH" radiator, too.*



## Club Members' Advertisements

**1969 Silver Shadow** with "lucky" personalised plate RR6886 - RR for the make, 6886 for the 6,886th Silver Shadow off the production line. NZ new, for a Christchurch buyer in 1969. Very original - original carpets still in great order (covered with a replaceable upper layer), feeler gauges still in original tissue paper. Car was originally all silver but the roof was redone in black by the previous owner about 20 years ago, stripped down for a full repaint at the time. Michelin thin white stripe walls. Sundry spares and accessories - lamps, oil filter, grease gun attachment, copies of workshop manuals, etc.



Towbar provided but not fitted (has not been on car under current ownership). 87,000 miles on the clock. Current owners 7½ years, selling for the usual reason - too many cars, and two other "toys" currently under restoration. Asking \$30,000 with new Wof and registration (effective Sep 2013). Phone (04) 528-3281, e-mail [martin\\_purdy@ihug.co.nz](mailto:martin_purdy@ihug.co.nz)

**FOR SALE: 1971 T Type Bentley** Chassis SBH10636, New Zealand new, good service history, with no "issues" outstanding. 130,000 miles from new. Original Desert Sand over Astrakhan paint, Navy Blue interior in mint condition. Asking price \$30,000. You won't find one better Tom King (03) 3398 309 [the.king@xtra.co.nz](mailto:king@xtra.co.nz)



**FOR SALE: 1976 Chestnut brown Silver Shadow**, Purchased from Majestic Motors, imported from UK 1980. Last owner 15 years, recent maintenance includes all brakes, drive shaft universals, front stub axles. 142,000 miles. Plate 1RRSS1 included, \$18,000 o.n.o. Phone Colin Trowbridge (06) 7657044 [c.crow@xtra.co.nz](mailto:c.crow@xtra.co.nz)

**FOR SALE: 1970 Black over Tudor Grey Silver Shadow**, very good condition with Red interior, recent battery and tyres. Phone Tiddley Cox, (06) 7522525



**BENTLEY R TYPE: Last Chance or it's Scrap!**  
phone Michael 0274 148 145

**FOR SALE: 1978 SILVER WRAITH II** Black Everflex roof over Silver Chalice, all original, one of 4 in NZ with aesthetically pleasing extra length. First registered London November 1978, bought by present owner in 1986, 21,000 miles; now 74,830 miles. Enquiries: Roger Lloyd 'Phone (04) 4772527



## Combined Northern and Central Region Event at Taupo Labour Weekend Report and Images by Wendy Bryce and Rob Carthew



*An obviously happy group of Club members in Richard Izard's hangar at Taupo Aerodrome*

Some lucky members began the weekend with a morning cruise on the Lake on Rob Carthew's boat "Frolic" to see the famous rock carvings.

In the afternoon everyone gathered on the lakefront where passersby were able to view the cars before a short drive to Taupo Airport where Richard and Patience Izard's hangar was the venue for happy hour. Their generous hospitality was enjoyed amidst the pristine aircraft, and the hangar doors were opened to a magnificent panorama where earlier hang gliders had filled the sunny skies like colourful butterflies.



On Sunday Rob's Rally Quiz kept people alert navigating to Acacia Bay and L'Arte Café and Gallery with its amusing feature, a tree with teapots hanging from the branches.

The route continued to "The Point" and the paradise environment of Mike Todd, and home to his racing green TVR, red Sunbeam Alpine, Chrysler Valiant Charger and Bentley Continental Speed Model.

Down the road at the Izards' we saw their paintings of Bentley and other racing cars, along with two new Bentleys, a Continental V8 and a Mulsanne in identical livery of dark brown with brick red interiors, unusual but just lovely. Everyone was intrigued by the new demonstrator Rolls-Royce Wraith, a photo opportunity!



*(Clockwise from above) Some of the art at L'Arte Gallery; The Wraith's first sighting for most Club members certainly created a great deal of interest; Rally Headquarters at the Lakeland Resort and was a good place to meet.*



“Kitenui” is the home of Barb and Murray Matuschka. After 40 years the trees they planted have matured into a garden most enchanted. A tractor-drawn trailer was the transport for the Safari Trail with exotic sights of Yak, Bison, Zebra, Thar and Sika Deer. Our host’s friend drove WW2 army vehicles around us for extra atmosphere! Murray showed his lifelike deer sculptures, which are commissions, and later executed in bronze.

The action-packed tour continued at Lava Glass for a glassblowing demonstration explaining step by step the process of creating a vase called “Ocean.”

Departure for Aratiatia Rapids and Dam opening had to be punctual to be in time for the fantastic display of turquoise water, white froth, power and energy.

The Quiz was won by Janette Smith and Doug Majors. A Mystery Vehicle Inspection was won by Steve and Dot Wynne from Keri



Keri with their 1924 3 litre Bentley, chassis 513. Second were Peter and Mary Morelli in their 1929 4½ litre WO Bentley, chassis PL3487.

On Monday morning some gathered at the gallery of Graham Moeller, a talented landscape artist, and among the usual crowd of curious onlookers with all the parked cars were a couple of Rolls-Royce Owners’ Club members from California, who now plan to join our Club.

This was a splendidly organised weekend, with a great turnout from around the whole North Island, including several new members and their cars from Northland and Wellington, and profound thanks go to Rob and Michelle and all the wonderful hosts.

*(Clockwise from top left) Random parking outside L Arté Gallery and Café; Elliott Snelling and Clive Edmonds; Dean Gillatt’s and Jeffrey Jones’s Silver Cloud II, chassis SRA427, leads Berwick Taylor’s Mark VI, chassis B307MB; Geoff Going, Jeff Jones and Dean Gillatt at coffee; parking at the Safari Park; the sumptuous interior of the new Rolls-Royce Wraith. Silver Cloud II SRA427 was originally ordered with the non-standard colour of Spode Blue, presumably named after the fine china manufacturer.*





*(Clockwise from top) Wendy Bryce is justly pleased with her photograph at Taupo Aerodrome. Now identify the people...; Concours Judge Roy Tilley examining Douglas Majors' Silver Shadow, chassis SRH15574; that is Dot Wynne beneath enough protective gear to surely satisfy an OSH inspector; Pride of place at Richard and Prue Izard's home goes to the "W.O." Bentleys, chassis PL3487 and 513; Richard and Prue Izard's Bentley Mulsanne; Roy Tilley, Clive Edmonds, Richard Izard and Berwick Taylor in Richard's hangar.*



*With the rumour that Rolls-Royce are seriously contemplating building a Sports Utility Vehicle, "Auto Express" have provided the image to the left. On the right is the 1927 Twenty, chassis GHJ15, with the shooting brake body by A.R. McLeod fitted in the 1930s. The original body was a Barker tourer ordered by Morton Gray Stuart, 17<sup>th</sup> Earl of Moray. The current owner, David Mitchell, has attended many rallies and meetings since he bought it in 1957. Caption details thanks to The Flying Lady.*



This year the Goodwood Revival in September featured a recreation Rolls-Royce showroom at the March Motor Works – an authentic recreation of a 1960s dealership – is the set for filming of "The Yellow Rolls-Royce," the MGM film released in 1964. Its cast included Ingrid Bergman, Rex Harrison, Shirley MacLaine, Alain Delon, Jeanne Moreau, George C. Scott and Omar Sharif. The scene is based on the opening sequence of the film, set in 1931, where the character Lord Frinton (Rex Harrison) is buying a Rolls-Royce Phantom II Sedan De Ville from a London Showroom.

In the image to the right, Omar Sharif and Ingrid Bergman are perched on the car's bumper, presumably during a break in the filming. The film was directed by Anthony Asquith. Is that he standing on the left?

By a happy coincidence, Clive Edmonds advises that the following site lists by car, model, and which films they were in:

[http://www.imcdb.org/vehicles\\_make-Rolls-Royce.html](http://www.imcdb.org/vehicles_make-Rolls-Royce.html)





## Let Us Now Praise Old Saloon Cars

As we enjoy summer, may we put in a plea for closed cars? Not the sort where a miasma of the nastier components of poly-vinyl chloride greets the opener of a door, but the aroma of old leather and old oil in a spacious and comfortable interior of another era, which can provide travellers with a commanding vista and protection from the elements.

Readers may note that quite often in these pages, references are made to the original bodies now worn by chassis bearing coachwork which looks as if it had come to us straight from Le Mans. We have heard that bodies are regarded in some quarters as the motoring equivalent to a set of new clothes, and a reading of John Fasal's monumental tome *The Edwardian Rolls-Royce* shows that, in some cases, there were summer and winter bodies provided for the same chassis, as well as replacement bodies being installed within the first year or two of manufacture.

Here we illustrate some examples, ranging from very pretty, through, ummm, quirky, to what the eye of the beholder interprets.



*Speed Six Gurney Nutting Saloon, chassis LR2788, registered to Lt Cdr Glen Kidston in July 1930, and now on display at Bentley Motors, Crewe. The panels on this car are "Tole Souple" or "supple steel" fabric, which cost four times as much as others such as Rexine, but the finish was grainless, as smooth and glossy as patent leather or the finest metal. Glen Kidston (1899-1931) came from a wealthy Scottish steel machinery family, and was one of the most flamboyant "Bentley Boys." His brother, Home Ronald Archibald Kidston, Lieutenant R.N., (born 1910) flew the Supermarine Walrus aircraft from H.M.S. Dunedin when attached to the New Zealand Station in the mid-1930s, and kept a Mercedes sports car here. He was notorious for Furious Driving through the North Island.*

(Right) 1929 4½ litre Park Ward Saloon. Chassis DS3559, engine DS3554. Presented to Alexander Stewart, Law Courts Hotel, Dunedin by Licensed Victuallers Association of Great Britain, first registered NZ 8/1/30, and chauffeur driven until 1938; owners since were A.E. Ansell; Dr S.N. Slater, Dunedin 1945; Edwards, Diamond Harbour; Gordon Sharpe/Andrew Anderson 1954-65; after a long restoration by Ian Waring, Christchurch, it was sold to Britain in 2008 after this appearance in a Bentley Drivers Club Tour. Information and 1960s photograph provided by Gavin Bain.



(Left and below) 1929 20 h.p., Sedan by Thrupp & Maberly on Chassis GEN51, at the Rolls-Royce Enthusiasts' Rally, Castle Rockingham in 2011, in original and un-restored condition, to display features of its construction, and its Chassis Build documents.

CHASSIS No. GEN51		BODY: 6½ litre 20 h.p. Sedan		CHASSIS: Car	
Works No. H.P.C.	Drawing No.	Sale Price	675	Date of Sale	18th February 1932
Engine No. Type	Order No.	Sold to	Mrs. Lillian Ross	Copy Draw. to	60 Cheval Road, Brighton B. S.W.7.
OM Test. D.E. Insured	Copy Draw. to	TRIMMING & PAINTING:			
Ask Price. Disparted		Colors			
TYRES Dunlop		Upholstery			
Front		Coachbuilder Instructed	For delivery		
Back					
Date of Order	No.				
CAR ORDER FORM No. 31	DEPOSIT PAID	675	DRAWING BOOK No.	DATE	19-2-32
BALANCE OF CHASSIS PRICE PAID	DATE		DATE		
BALANCE OF CAR PRICE PAID	DATE		DATE		
CHASSIS DELIVERED ON	TO	BY			
CAR DELIVERED ON	18th Feb 1932	TO	Lillian Ross	BY	L. Hall
INVOICE No. 1468	19/2/32	DATE	675		
CHASSIS DRAWING SENT	19/2/32	TO	Lillian Ross		
INSTRUCTION BOOK ISSUED	19/2/32	TO	Lillian Ross		
FITTINGS	LEVERS	COLUMNS	Order No.	£	s
			675		None
<p>Complete car sold as it stands, including chassis, engine, body &amp; tires - the whole in excellent condition for the sum of</p>					
<p>REBATE 1928-9</p>					
<p>CHASSIS GEN-51</p>					
Works No. H.P.C.	Drawing No.	Sale Price	675	Date of Sale	18th February 1932
Engine No. Type	Order No.	Sold to	Mrs. Lillian Ross	Copy Draw. to	60 Cheval Road, Brighton B. S.W.7.
OM Test. D.E. Insured	Copy Draw. to	TRIMMING & PAINTING:			
Ask Price. Disparted		Colors			
TYRES Dunlop		Upholstery			
Front		Coachbuilder Instructed	For delivery		
Back					
Date of Order	No.				
CAR ORDER FORM No. 31	DEPOSIT PAID	675	DRAWING BOOK No.	DATE	19-2-32
BALANCE OF CHASSIS PRICE PAID	DATE		DATE		
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Back					
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Front		Coachbuilder Instructed	For delivery		
Back					
Date of Order	No.				
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*This long type nickel-finish chassis with set-in levers was ordered by Mr Vanden Bergh, of Tilberg, Holland in October 1919. It completed factory tests on 12 February 1921 and was shipped to Rotterdam. Mr Vanden Bergh commissioned the car to be prepared with road springs for a six-seater body of 10.5 cwt, and Krabbendam of Holland are shown on the Conduit Street sales card as having been engaged to build a limousine body. The name of Van Rijswijk is also mentioned in some records as its coachbuilder. It was imported to New Zealand in 1979, complete but in need of restoration, which it underwent at Gulf Motor Bodies, Auckland, with its body being built to enable the top half, and the doors, to be removed to convert it into a tourer. This information is provided by Ian Irwin of A.C.T. Australia, and Roy Tilley.*

*John Stewart remembers the car well and provided the stainless steel exhaust system for it. The original body had a large bullet hole through the back panel just below the back window, something to do with a Continental uprising. Steve Litten did the mechanical work.*



*(Above and below) 1928 20 h.p. Saloon by Binder, Chassis GKM30 and a detail of its snake-skin interior door trim*





1922 Silver Ghost, Chassis 5ZG, photographed a few years ago by John Ferguson at a Southern Region event in Dunedin. Originally a Barker bodied car, it was modified, probably as a one-off, with some Phantom I parts, a Sports Saloon body by Salmons, and mudguards possibly of Mulliner origin.



1922 Silver Ghost, Chassis 45ZG, had a Park Ward All-Weather Saloon fitted and was used by Rolls-Royce Ltd as a demonstrator until sold to W.E. Knight of Dannevirke on 8 September 1925. Knight and his family toured Britain and Europe before shipping it home. The next owner, also in Dannevirke, had the local coach-builders, C.L. Nielsen & Co Ltd, renovate the body after a tree fell on it, and they retained as much as possible of the original body, including its v-shaped windscreen, in building their 6-light Saloon body. 45ZG was photographed at the clubrooms of the Hawkes Bay Branch, Vintage Car Club during our First Light Rally of 2007.



Australian owned 6½ litre Saloon photographed at Chatswood during the 2011 Bentley Drivers Club Tour of Great Britain. Our Research Department has been unable to find its chassis number, but we have been told that this saloon and an alternative tourer body are readily interchangeable



1929 4½ litre Chassis PL3495, engine PL3495, CX2600. Park Ward Cabriolet, exhibited 1930 New York Motor Show with American headlamps (replaced with Lucas by Willis Brown); arrived NZ 1934; J. Robbie, Invercargill end of war; W.I. Brown 1969 with mileage 61250; then J. Lucas U.S.A. 1/78 although the car is still in New Zealand. Gavin Bain's research and photograph



1927 20 h.p. Limousine by Park Ward, chassis GHJ17, wearing Sankey Artillery wheels. In that year, Rolls-Royce built about 400 of these charming cars.

1931 20/25 Sports Saloon by Barker, Chassis GFT2, featuring Barker's patented mechanical headlamp dipping mechanism





1953 R Type, Chassis B83TO, engine B41T, delivered June 1953 as a Standard Steel Saloon painted Masons Black, but modified into this form by W.M. Collett & Sons, Gloucester. Martin Vincent provided the research.



1951 Mark VI Harold Radford Countryman, Chassis B40MD, the 5<sup>th</sup> of 10 Mk.II examples built, and the probable 1951 Earls Court Show car. Will Morrison's article in "The Roycean" Number 4 has a full account of the Radford cars and their designer.

## Invitation Event - Bentley Drivers Club Run 13 October



*The local cattle were not of the ubiquitous Friesian variety, but predominantly Jersey*

Since the early 1960s the Bentley Drivers Club in New Zealand has been organising rallies and runs, open to all owners of the Marque, whether or not they are members of the British based Club. Ron Hasell in Christchurch has been the organiser of these for many years, and our member John Bain has recently become the local

Chairman of the BDC. He encourages any of us who wish to take advantage of the current strength of our dollar and join the parent club, and speaks very highly of their *Review*, which is published quarterly. John may be contacted at [thebains@xtra.co.nz](mailto:thebains@xtra.co.nz).

Our members were invited on the BDC spring run to Opihi Vineyard and Café, situated in beautiful countryside between Pleasant Point and Geraldine. The café is part of an old limestone homestead which was part of a network where stock from high country stations was "wintered over." Three cars left from the Air Force Museum at Wigram; Geoff Owen, Ron Hasell and your reporter in Ron's very early T Type, chassis SBH2686; Harry Devonish is baching during Edith's absence visiting their daughter overseas, so his friend Robert came along in the recently compliant Turbo "R," chassis SCBZO3AZMCH 35994; and George and Heather Nimmo were joined by friends in their Mark VI, chassis B14JO, looking very spruce after its experiences on the recent Shanghai to Paris Rally. We were joined at Opihi by Donald and Jenny Wright in their 4½ litre Vanden Plas Roadster, chassis UK3285; and Berwick Taylor and Dawn Harris, who had driven down from Auckland to encounter fairly dreadful weather from Picton south, in the Park Ward "Continental," chassis B165MX.



Fully recovered from its Shanghai to Paris Rally experiences, George and Heather Nimmo's Mark VI, chassis B14JO, in Tudor Grey.

Travelling with Geoff and Ron is like being in a One Stop Shop of New Zealand Bentley and other Vintage cars, and conversation certainly did not flag. Geoff bought his 3 litre Speed Model, chassis 1215, in 1960, and Ron bought his 3 litre T.T. Replica, chassis 260, soon after that. Your reporter felt that he had to add to the fund of information that his piano teacher was Mrs Miller-Mead, who owned Donald Wright's car before selling it to Selwyn Jackson in the mid-1950s. She was organist at St Mark's Church in Opawa, and unfortunately when she let me practise there, the transport was

not the Bentley, but the upright Ford Prefect which replaced it. Coffee stops are of course an essential part of Bentley touring these days, replacing the traditional pub stops of earlier days, where George's account of sitting the Chinese driver's licence examination whetted our appetites for the account of the rally to Paris which he has promised us. It was a very pleasant day, with good food, good company, and fine weather sandwiched between weeks of horrible storms. Thank you, Ron and John, for the invitation.

## News

Annabel Sleigh and James Hinchliffe, whom many of us met last summer when they visited her New Zealand home, were married in July at St Johns the Evangelist in Denby, West Yorkshire, with friends and family attending from New Zealand as well as from Britain. Since James's mother was of the Rippon family, suitable Rippon bodied and associated cars, pictured here, were used. Annabel's father Tony died early this year, and she felt a long way away during his illness. This item is based upon articles, yet to be published, which Annabel has written for the Rolls-Royce Enthusiasts' Club. The Hinchliffes published the definitive history of Rippon Bros, coachbuilders of Leeds, which they had commissioned Jonathan Wood to write, and a review appeared in our magazine 13-1. James and Annabel commissioned this book to record for posterity the history of a family coach-building business which grew from humble Yorkshire beginnings to be regarded as one of the best in the land. From their horse-drawn carriage building days of 1870

they moved to bodying many different motor cars, including their first Rolls-Royce in 1905. Reviews by specialists have been unanimous in their praise for *Rippon Bros a Coachbuilder of Renown*, which surely has set the benchmark for coach-building history. The American Society of Automotive Historians has awarded the book the *Merit of Distinction* in *The Nicholas-Joseph Cugnot Award* for a book published in the previous year which best advances the understanding of the history of the automobile, and invited James and Annabel to attend the ceremony in Hershey, Pennsylvania on 11 October. This follows the book's success at the end of 2012, in which the author, Jonathan Wood, the motoring historian, received a Commendation from The Guild of Motoring Writers in *The Mercedes-Benz Award for the Montagu of Beaulieu Trophy*, for a book published in the previous year. It has also been *Classic Car Weekly's* "Book of the Week" last September. Finally it was awarded a loan from *The Michael Sedgwick Trust* whose aim is to assist in the publication of new and original motoring history and research.



The bridal party arriving at St Johns the Evangelist, Denby, West Yorkshire, in Rippon cars



James and Annabel accepting the Award of Distinction from Doug Leighton of the Society of Automotive Historians

## The Peter Russell Affair by Jim Sawers

Born in 1920 and brought up on a Hawkes Bay farm near Waipukurau, Peter Russell had ample opportunity to indulge his love for all things mechanical, especially those with four wheels. Some men have affairs with women, but Peter had his affair with classic cars. At the age of 10 he was allowed to drive the rather ancient Fordson tractor which was notoriously difficult to start, especially on cold damp mornings, so the coils required over night storage in the oven. When for the umpteenth time the Fordson became securely stuck in a wet paddock, Peter's exasperated father purchased a quite magnificent Caterpillar crawler tractor, with which Peter fell in love and which actually was still functioning on the property some 56 years later. 'The quality remains long after the price is forgotten.'

When his father upgraded from his Model T Ford to an Essex Tourer Peter was not impressed. With various neighbours sporting such beauties as a stately Minerva, a classic Armstrong Siddeley,



*The rather ancient Fordson tractor which Peter, aged 10, was driving on the farm. A fine sketch by Ted Loversidge, used with Ted's permission.*

a sporty looking Ansaldo Tourer and even a whisper quiet Rolls Royce Tourer, Peter in his own words, "had to be content with his father's old Essex Tourer and keep on dreaming," and longing for the day when he could own his own classic car. In 1937 he was honoured to be allowed to drive his father's new Vauxhall 14. Things were looking up.

During WW2 Peter enlisted in the NZ Army. After his love affair with that Caterpillar tractor he hoped to drive a tank, but, being competent at sending and receiving Morse Code, instead became a radio operator. Later he became a failed despatch rider by falling off a lovely Ariel Red Hunter, and was then demoted to an Army Indian. Such two wheeled machinery had no appeal for Peter, so imagine his delight when he was provided with a nice Morris 12 instead. Soon on his way overseas to the Middle East and Italy, he was then really in his element when posted to drive a Dodge three tonner truck. Although he so dearly loved driving the Dodge it was in fact a rather hazardous occupation, carting loads of live shells to supply the tanks. As was the custom, drivers always remained with their trucks, so regularly slept in them, at times even sleeping on the load of live shells. After serving in Italy, the Middle East and North Africa he was then posted to serve in the occupation force in Japan, still driving his beloved Dodge three tonner which along with other vehicles had accompanied the Unit. Here the role for the Dodge was very different. Instead of transporting live tank ammunition the loads were mainly supplies, petrol or troops.

When finally leaving the Dodge he left a note in the glove box commending her to the next driver. Although Peter knew full well the Dodge truck would one day likely end her days in a scrapper's yard or even by perhaps being pushed into the sea, for him, "She had held the greatest memories of all."



*The much loved Dodge three tonner on duty in Hiroshima in 1946.*



*An impressive image of the 1935 Auburn 815 Cabriolet as it was soon after Peter repurchased it in 1970.*

Returning to New Zealand in 1947 Peter was pleased to drive his father's 1938 Pontiac but nevertheless still longed to own his own car, and soon did so by purchasing a 1937 Morris 8. However, his first classic car was an impressive 1935 815 straight 8 Auburn Cabriolet, which Peter and his good friend Bill Stevenson of Waipukurau had seen advertised for sale in the local newspaper, so decided to pay a visit to the vendor, with Peter having every intention of purchasing it. But his enthusiasm was to wane rapidly once he saw it. With the rear end on blocks due to a failed rear drive unit and an outrageous price being asked, Peter quickly lost interest. But when the vendor cleverly started the Lycoming engine to break the peace of that Sunday morning, it was all too much for Peter so he succumbed, with Bill shaking his head beside him. In due course the car was transported to Bill Stevenson's home, where it remained for quite some time while Bill worked



*The almost lethally powerful K2 Allard 'parked in the hangar and ready for take off'.*

on it. Having ultimately obtained a replacement rear drive unit for the Auburn, Bill and Peter took it for a test drive in the borough of Waipukurau. With Bill having fitted a sports coil and a new carburettor, it seemed to be running so perfectly they naturally decided to speed up more and more, so much so they were reported to the local Police for speeding. Not only was the officer detailed to deal with the matter mightily impressed with the Auburn and its performance, he happened to be a friend of Peter's parents and had on occasions borrowed their farm truck for carting his firewood, so they were not charged. Later, when they called on Peter's parents, his mother was so impressed by the Auburn she gasped, "We shall call him 'Hercules'." Later he sold it in favour of a K2 Allard. With a bored out Mercury motor combined with light overall weight, the Allard was an enormously powerful machine, which he wrote off by wrapping it around a lamp post. In fact such were his injuries that Peter was fortunate to survive this accident.



*Peter was fortunate indeed to survive this Allard accident.*

With Peter having served overseas in the war and having initially recovered from the life threatening injuries suffered in the K2 Allard crash, his parents felt a brief overseas trip would be beneficial to his full recovery. By the time 1961 came along Peter was on his way to a three month sojourn in UK, where he knew he could satisfy his longing to view at close quarters all those cars on display in those incredible carpeted London showrooms. While so many tourists occupied their time visiting the Tower of London, and so many other well known attractions, Peter spent his time attending vintage and classic car auctions. With his first call being to Vintage Autos of Lancaster Gate he quickly befriended the owner Jack Bond, so was employed as a salesman, and a manager when Jack was away. Among the many classics on display were a chain drive Frazer Nash Tourer and a cream coloured 1937 2 litre Abbott bodied Aston Martin DHC, one of only 24 ever produced, which from first sight had taken Peter's eye, so he then had to decide which to purchase. Although Peter certainly preferred the Aston Martin, Jack persuaded him to buy the Frazer Nash which he thought more suitable for New Zealand conditions. But a problem was to develop. When Peter enquired at Customs regarding shipping it to NZ, he was shattered to be told both he and the Frazer Nash (Angela) must remain in UK for at least 21 months, so suddenly Peter needed two things, a job and a garage.

When he began working picking hops at Buston Manor in Kent he was able to house the car on site, so suddenly all seemed well. Sharing such basic accommodation with so many others was no problem to Peter, who quickly made good friends with his workmates. During the hop picking season many Gypsy groups arrived in their quaint tractor drawn caravans and were always regarded with some mistrust by local people. But as Peter was well accustomed to working alongside shearing gangs and other casual farm workers he found no difficulty in working with the Gypsies, and in fact thoroughly enjoyed their company during leisure hours in local pubs.

At first Peter spent his time walking up and down the high rows of hops with his Gypsy workmates, searching for any diseased vines, which were immediately cut off to be burned at the end of each row. As this happened to be the week of The Great Train Robbery

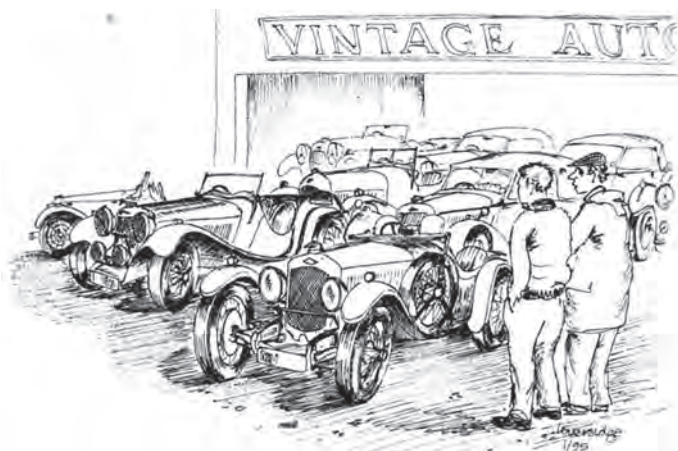


*After a long day picking hops Peter and his Gypsy workmates are relaxing, maybe before visiting the pub.*

in 1961, the Police were not only looking for the robbers but also were watching out for any sign of huge numbers of missing bank notes, which were turning up from time to time in the most unlikely places. When the Police appealed to the public to watch out for any such stashes of notes, Peter asked his Gypsy workmate what they should do if they came across such a stash among the hops. To this query his snuff sniffing workmate replied, "We should not be greedy but just take a thousand each and leave the rest where we found it."

When visiting London he stayed at The Overseas Visitors' Club in Earls Court, then managed by a South African who owned a parrot which slept in the bar and could swear like the proverbial trooper. Having been encouraged by visiting young men to extend its swearing repertoire, the parrot often deeply shocked visiting middle aged women, who sat down for afternoon tea and unwittingly invited a hail of abuse from the parrot with their perfectly innocent approach, "Hello pretty cocky."

During his time working for Jack Bond Peter happened to deal with a middle aged couple, who it seemed certain would buy the



*Another delightful sketch by Ted Loversidge, of Peter Russell with manager Jack Bond viewing the showroom at Vintage Autos, London, with the Frazer Nash and Aston Martin in pole position.*

Aston Martin, but due to a later change in their circumstances after Peter had left London to become a hop picker, they had changed their minds. After completing a few weeks hop picking Peter returned to London and was amazed to find the Aston Martin still in the showroom, so promptly bought it. Little did he realise at the time, this was to be the beginning of an absolute love affair with his 'Yellowbird', which was to last for so many years. Certainly the Aston Martin Drop-head Coupé, bodied by Abbott, was rare indeed with only 24 such cars ever being produced, and only two now thought to exist. With a two litre 16hp motor it was ideal for touring so little wonder it became the darling of all of Peter's cars, and was to provide day to day transport for Peter during his nearly forty years of ownership. For most of the year there was so much spare space in tractor sheds there was no problem in housing both cars at Buston Manor. After he had returned from having purchased the Aston Martin 'Yellowbird' in London, Peter's Gypsy workmate





*Aston Martin 'Yellowbird', an attractive car, hood up or hood down. Little wonder she became the subject of Peter's famous love affair. This photograph was taken by John King in the summer of 1967/68 and shows the sheds at "Woburn" where Peter stored his cars. The 1937 Riley Continental Touring Saloon which your editor then owned peeks into the picture too.*

commented it probably did not matter if they failed to find any missing bank notes, but Peter disagreed as he was then flat broke.

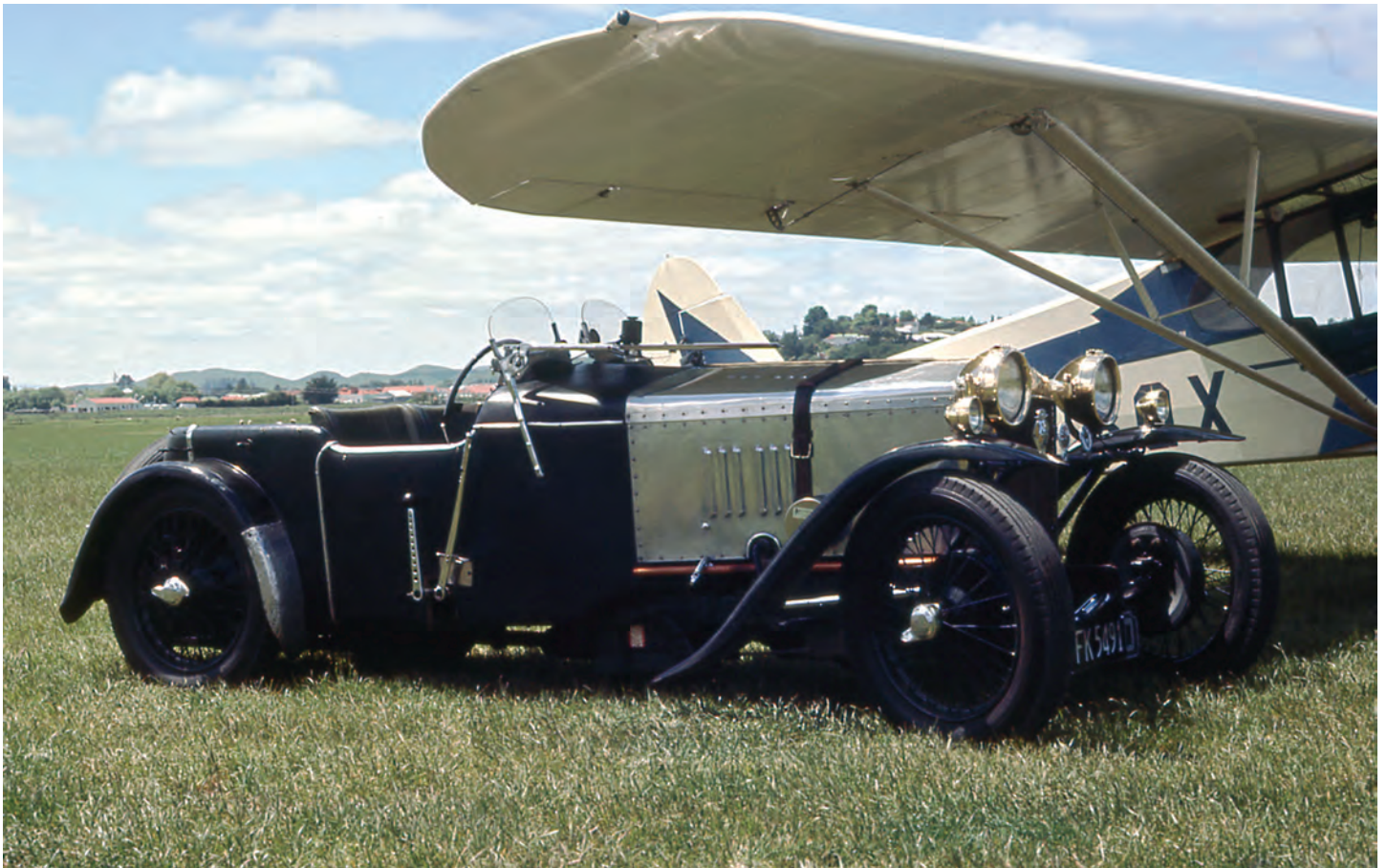
When Peter received a birthday package from his parents, a few of his Gypsy tractor driver mates insisted they turn on a party for him at the local pub on Saturday night, so without any hesitation Peter accepted their kind invitation. When the hop harvest manager came to know of the birthday he invited Peter to partake in a party at the more up market Wheatsheaf Pub in Maidstone, with the Mayor to be in attendance, but was quite astounded when Peter thanked him but declined as he had already accepted the earlier invitation from his Gypsy mates, a contract which in the circumstances Peter simply could not dishonour. With a huge crowd in attendance it was a raging good party for all present. Constantly Peter was introduced to a host of aunties, uncles and cousins which reinforced his belief that the Gypsy and hop picking fraternity were all interrelated. With the pub floor virtually awash with beer it was an incredibly noisy gathering, with a few mothers sitting around on forms breast feeding their babies. In Peter's words, "The stench of stale beer, sweat and smoke soured clothing was overpowering." Disgusted with the scene and the behaviour of those present, the regular barman asked Peter what the hell he was doing among them. When Peter replied they were his friends, this left the barman shaking his head in a manner which registered his strong disapproval of Peter's choice of friends. As a final gesture of goodwill his Gypsy mates had kindly arranged for Peter to conclude his birthday celebrations by having sex in a nearby caravan with a buxom and dusky maid of their choosing. To quote Peter, "I felt very touched but declined this noble gesture of goodwill." The fact Peter received two separate invitations to celebrate his birthday, one from his workmates and the other from management, speaks volumes for his ability to be a good friend to all.

Back in London from time to time Peter was obliged to park

'Yellowbird' in the street. Interestingly the incidence of vandalism was so low in London in that era that such cars parked in the street seemed to be free from interference or damage. In fact Peter always left 'Yellowbird' parked unlocked, to reduce the risk of the hood being slashed to provide access. It being Xmas Eve Peter had a night out with friends and on his return to his accommodation parked Yellowbird as usual on the street beside her favourite tree. On Xmas Day returning from taking his landlady to church, Peter noticed a bad graze on one of the front wings, so was peering at it thinking it had probably been done by some careless person during the church service in Trafalgar Square. Watching from her bedroom window across the street a little Cockney girl called out to Peter, "Ah chum ya hit yon tree last night, I hears ya. Ye'll see yellow on yon tree."

One of Peter's favourite pubs in London was the Prince of Teck where he met and befriended Bill and Jane, who were regulars and invited him to attend their wedding anniversary on the following night. On arriving with two bottles of beer Peter could not find Bill so asked Jane where he was. When she replied Bill had gone to get a couple of bottles of whisky for the toasts, Peter suggested to a few of the guests perhaps they should contribute to the cost of said whisky. Said one astonished guest, "No need to do that, keep your gold in your pocket, it costs Bill nought. Do you not know Bill's trade?" After a few more drinks Peter asked a guest what was Bill's trade. The response was that Bill did not have a trade but rather a profession, that of a burglar, and his tools of trade were hidden behind a false wall board near the bedroom door.

But his appetite for nice cars had to be further satisfied so he visited the H R Owens Showroom in Kensington, where there were handsome new Rolls-Royces and Bentleys on display. In their midst was an unusual and particularly attractive 1949 Mk 6 two door James Young bodied Bentley Sedanca De Ville complete with a sliding roof over the front seat, which had been traded in.



*When our editor with his brother John flew in to Waipukurau in a Piper Cub during the summer of 1968/69, Peter brought the Frazer Nash to meet them at the airfield. He had recently returned from a trip to Tauranga with the car, and relished the memory of meeting the Dutch wool-buyer there who owned a Bugatti Type 57 Ventoux Coupé, and his disdainful "Oh, Frazer Nash. Dirty cars. Dirty people." Peter's Frazer Nash, Chassis 2002 from March 1930, was first owned (and raced successfully at Brooklands and other venues) by H.J. Aldington who, with his brothers, owned A.F.N. Ltd, the successor to Frazer Nash Ltd after Archie Frazer-Nash left the company. One of the great characters of motoring, Frazer-Nash designed the gun turrets later fitted to Avro Lancaster, Vickers Wellington, and Boulton Paul Defiant aircraft, and his name lives on in an engineering consultancy business. A.F.N. Ltd became Porsche concessionaires for Britain, and your editor once saw a lorry in England owned by Boulton Paul Ltd, carrying their glass-houses. We thought you would like to know.*

Like all such trade-ins it had languished in the basement for some time, but had just that day been brought up to the showroom for a quick sale, in this instance to Peter; one more for his collection.

When quite by chance he spotted an S Type Invicta parked on the street, Peter was once more stricken. At that time only 28 such examples were known to exist. Once he made known his interest in purchasing an S Type Invicta, it was not long before his friend Jack Bond of Vintage Autos in Kensington had a blue one for sale, so as he had done with the Frazer Nash and Aston Martin, told Peter he must take 'Bluebird' back to N Z. With a 4.5 litre Meadows engine mated to a four speed gear box and low overall weight the Invicta was surely a powerful car. Although Peter realised that by purchasing the Invicta he could not possibly afford to have his planned holiday in Europe, the decision to purchase such a remarkable car was never in doubt. It just seemed that once again Peter's love of nice looking cars was all consuming. At that stage Peter's priorities had become well established. Fortunately, housing the Invicta was no problem as Jack Bond kindly obliged until the time came to ship the cars to NZ.

When he was told of an elderly, very private and most unwelcoming gentleman who owned three such Invictas, Peter simply had to risk paying him a visit. Once said gentleman sighted the Aston Martin, Peter was made most welcome, so spent quite some time drooling over the three handsome Invictas, one of which had been purchased new and with a thunderous roar was started up for the occasion. Peter was delighted with his visit but no more so than the elderly gentleman.

At one stage Peter worked for Whitcombe and Tombs in London, so being a good reader greatly enjoyed himself. Later again he was able to join a gang of painters who with a large team of plumbers, carpenters, electricians and others were converting a



*The Invicta in fully restored condition, with a completely new body built to original specifications by Steve Roberts of Wanganui.*

huge four storey mansion into flats in London. When one painter was unable to start his car at the end of the day he decided to camp overnight in the top storey of the mansion, so had a commanding view of his surroundings. Early in the morning when gazing from his vantage point he happened to spy a couple making love in a neighbouring flat, so naturally enjoyed telling his workmates of his good fortune. Next morning a number of painters arrived at work an hour early to witness the excitement. However, unfortunately for the spectators, the couple became aware of their audience so quickly pulled the curtains. Presuming the adjacent mansion to be vacant apart from working hours, they naturally had been quite unconcerned regarding their neighbours' viewing rights.

Once back home, Peter with great excitement visited Customs

to take delivery of his Frazer Nash, Aston Martin, Bentley and Invicta, only to be told the Aston Martin had not arrived. Overcome with fear Peter immediately phoned his good friend Jack Bond at Vintage Autos, who then discovered 'Yellowbird' had been left behind on the freezing Tilbury Docks, so was soon on its way aboard the next ship. Rather sportingly Customs valued each car at 50 pounds with no duty payable. As the freight cost ranged from 45 pounds for the Frazer Nash to 120 pounds for the Bentley, Peter considered himself well treated indeed.

Watching the cars being unloaded from the ship, Peter was relieved to see the Bentley first to exit the hold, to a comment from a nearby water-sider, "It must belong to a rich bastard." Next to leave the ship was the Invicta followed by the Frazer Nash, which attracted such great interest Peter decided to display its unique chain driven means of propulsion for all to see, so in order to do so whipped the back seat out with a flourish. To his utter amazement out flew a very scanty pair of women's briefs. While the water-siders roared

With Brian's father Bill having had so much to do with the Auburn and carried out so much work on it during earlier years, it seems appropriate it should now belong to his son.

Over the years Peter was an enthusiastic member of the Hawkes Bay Branch of the Vintage Car Club and often participated in their runs and rallies, so he and his cars became well known, respected and admired by local members. Each year in September 'Woburn' hosted the Daffodil Run which was a very popular and well attended annual event. After selling the farm land Peter continued to live on the property and his close association with the Club continued until he left Hawkes Bay circa 1999, with his Invicta, Aston Martin and a Mk 5 Jaguar sedan he had purchased earlier, to live in Nelson. Peter died in Nelson in 2000 and is very fondly remembered by all those who came to know him over the years.

Currently in 2013 the Frazer Nash is in Auckland and the Aston Martin also remains in New Zealand, as does the James Young Mk VI Bentley. The Invicta is now in Germany, and Brian Stevenson



*Brian Wright's photograph of the late Bill Chamberlain with the James Young Mk VI Bentley Sedan De Ville B195EW.*

with laughter a quite straight faced Customs Officer advised Peter said knickers would attract no duty as they had been used? Some months later Peter received a cautious enquiry from his erstwhile hop picking workmates in Kent, wondering if by chance he had come across some women's underwear mysteriously missing from a Gypsy caravan.

After returning to NZ Peter took over the family farm 'Woburn' near Waipukurau where he managed to house his cars in the various sheds. In 1968 Peter developed itchy feet so took the Aston Martin to Australia where he toured extensively while reconnecting with a number of good friends he had met in his earlier travels.

In 1970 Peter repurchased the Auburn, which at that stage was in Tokoroa and not in very good shape, with the original motor having been removed and a foreign motor resting on the chassis rails. In a number of other ways it had suffered a good deal of poor quality modification. This meant that during Peter's second ownership of the Auburn it required a lot of work to be done on it. Later in 1999 Peter sold it to Brian Stevenson, who since then has carried out a complete and detailed restoration so the car is now in pristine condition, with the original engine now back in place.

of Waipukurau owns the now fully restored and immaculate 1935 Auburn Cabriolet.

In compiling this article I have obtained extensive information and photographs from Peter Russell's own story, 'My Affair With Yellowbird,' which was published in 'Beaded Wheels' in 1995.

My sincere thanks go to the following people who have supplied information and photographs or sketches. Brian Stevenson of Waipukurau, L'Huillier brothers of Wanganui, John King of Auckland, Colin Campbell of Hastings and George Calder, Brian Wright, Ron Hasell, Ted Loversidge, Brian Goodman and Tom King (Editor), all of Christchurch.

The world needs people like Peter Russell, who had a dream and the determination to realise it. Cars are bought and sold on appearance, and Peter certainly had an eye for the best of them, each one unique in its own way. If you can pay for it, use it and enjoy it, why not buy it? may well have been his philosophy. His cars have brought great interest and pleasure to all who had the privilege of knowing him, both in UK and New Zealand. In Vintage and Classic Car circles he is still so highly regarded for selecting and bringing to New Zealand such wonderful cars. But



*Aston Martin 472JPG. Peter in his beloved 'Yellowbird,' Napier 1999.*

perhaps the real measure of Peter Russell lies in the way, wherever he travelled, he managed to form enduring friendships with so many people at all levels of society, workers and bosses alike. So cars were not his only love.



*The now immaculately restored 1935 815 Auburn Cabriolet with its proud owner, Brian Stevenson of Waipukurau.*

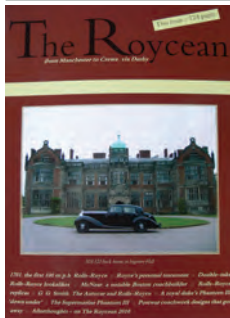


*(Left) This interesting photograph was taken at the start of the Gentle Annie Rally at Taihape in 1967 by Tom King (Editor), co-driver for Alan Wells who is seen standing beside his Riley Kestrel Blue Streak. Also participating were Laurie Poolman in the Lagonda Rapier, Colin and Barbara Campbell in the Invicta, with Lucy Wills ahead in her magnificent 4½ litre Bentley, bought new in 1929 and still in the family at Snowdon Station, Mid Canterbury.*

*(Below) Wash day at Taihape, 1967; Nicky Tripp with the hose, Lucy Wills at the near side of her 4½ litre Bentley, chassis NX3464, while Colin Campbell spruces up the Invicta.*



## Book Review



### *The Roycean*

*From Manchester to Crewe, via Derby*

Number 2 – 2011

Edited by Tom Clarke [TheRoycean@aol.com](mailto:TheRoycean@aol.com)

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Published by The Hulme Press

124 pages, soft-bound on Art paper 18 cm by 24cm

Our review of *The Roycean* (pronounced, roughly, as “Royce-eeyun”) First Issue appeared in our 11-1, David Neely’s review of Number 3 was reprinted from *Præclarvm* in 12-5, and Sabu Advani’s review of Number 4 was reprinted from his SpeedReaders© website in 13-5. Number 2 has been elusive, but was worth waiting for.

Car clubs’ magazines ideally need to provide a mixture of their event reporting, technical matters, general interest articles, club members’ cars and personalities, and historical research. The larger and more successful the club, the more events there are vying for space in the magazine. A few years ago it became clear that a niche had emerged, where there is a gap between space available and encouragement for historical articles, and the full sized book, with all the uncertainties of the publishing world. Thus, *The Roycean* was born.

A foreword “Before We Start” has been introduced, where new research and readers’ contributions have been noted. This is a reflection of the essentially democratic and collegial nature of *The Roycean*, where contributions are welcomed by its editor Tom Clarke, and previous work by now departed researchers is acknowledged.

In Number 2 we have, among many, an authoritative article by Tim Forrest about 40/50 h.p. Chassis 1701, the first 100 mph Rolls-Royce of 1911, a useful addition to Kenneth Neve’s memoirs *A Bit Behind the Times* (Grenville Publishing, London 1988).

Sandy Skinner has analysed a volume compiled during The First World War, previously able to be circulated only by permission of the Directors of Rolls-Royce Ltd. With the then recent passing of C.S. Rolls, and F.H. Royce’s health crisis, Claude Johnson had Royce’s memoranda set down to give engineering staff an appreciation of the philosophy behind the designs, and Sandy has helped to bring Royce to life, not as the distant authoritarian, but a pragmatic and honest man, scrupulous in his dealings with patents.

Tom Clarke’s article about the re-bodying of earlier chassis by The Southern Motor Company and others makes fascinating reading. One body won a design award in the £1,000 to £1,500 class, despite costing only £500.

Will Morrison starts his articles, still being discussed in Number 4, about Geoffrey Smith, proprietor of *The Autocar*, and his influence on car design.

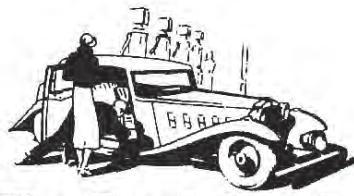
Steve Stuckey has written another article about Phantom IIIs, as has Tom Clarke, and Davide Bassoli has contributed his research on Silver Cloud and S Series bodies which didn’t quite get built.

There is a great deal more, too, in an impeccably produced book, and a few copies are still available. ATK



*Fiona Clarke’s photograph of the group of contributors and editors celebrating the awarding of the 2012 Philip Hall prize to The Roycean by the Sir Henry Royce Memorial Foundation during the 2013 RREC Rally. They dined at the “Old White Hart” pub in Lyddington, near where Henry Royce’s ancestors lived.*

*From left: author Tom Clarke (editor), collector and restorer Roberto Verboon from Holland, Mulliner historian Will Morrison (editor), Bentley historian James Fack, Silver Cloud historian Davide Bassoli from Italy, Phantom III historian Steve Stuckey from Australia, coachwork and ownership historian André Blaize from France, photographer Thomas Dinsdale, publisher Bernard King of the Complete Classics series, Claire (accompanying Roberto), and author of the book about his 25/30 hp Peter Brown. They hold menus, and are toasting Sir Henry Royce, Bart, for his 150<sup>th</sup> year. Thanks to Sabu Advani of The Flying Lady for the image and identification.*



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These two Bentleys were being offered by The Real Car Company in 2011. On the left is B123KU, a 4 ¼ litre, originally a Park Ward saloon, and on the right is B158DG, a 3½ litre Park Ward saloon.

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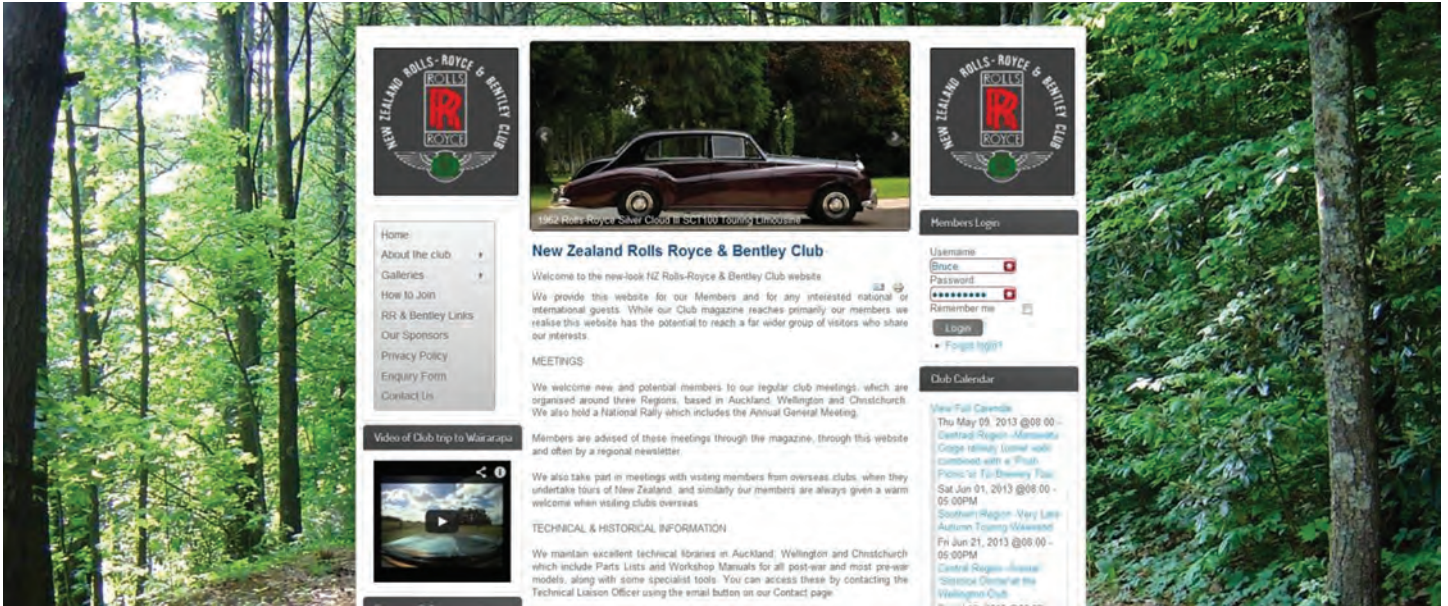
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### Website Corner

#### Bruce Gordon – NZR-R&BC Webmaster

NZRRBC Website proudly sponsored by NZ Websites Ltd.  
Welcome to Website Corner!

Over the last few months I have been developing a brand new website for the club, and those of you who have logged onto the site recently will have seen the results. I do hope you like the new look, content, and functionality.

One of the first features you will notice, is that you now have a “Members Login”, found at the top right of the site, just under the right logo. By the time you read this, all club members will have received an e-mail with your new website username and login from Rob Carthew. If you haven’t received yours yet, email Rob at [chairman@nzrrbc.org.nz](mailto:chairman@nzrrbc.org.nz).

Simply place the user name and password into the boxes provided, and hit the “Login” button. The page will refresh and in the login box you will be greeted by name. When logged into the site as a member, you will have access to more features and content, and this area will grow in time.

**Image Gallery:** In the new menu is an option – Galleries – and if you run your mouse over this, a popout submenu offers you two options, click on the one named “Image Gallery”.

In the Image Gallery we have set up 3 categories: Club Events, Members’ Cars, and Members’ Gallery

**Image Upload:** This Gallery area is “Members Only” so if you haven’t already logged in (instructions above), then do so in the boxes provided, and log in. You will now be able to view the Gallery. If you wish to simply view images, there are plenty available in the “Club Events” area.

Image Gallery – Uploading images

To upload images of your car to the Image Gallery, go to the “Image Gallery” and click on the popout menu item “Image Upload”. You will be shown a new page with 3 tabs - Single Upload – Batch Upload – Java Upload. Choose whichever of these you prefer and follow the instructions.

It is very important that you select “Upload Here” as your Category option in the dropdown menu. You will notice your name will have been automatically inserted in the “Author” section. Website admins will receive an e-mail alerting us of the new image uploads, and one of us will approve the images, at which time they will be published on the site. This approval should not take more than a few hours at most. If you have any questions please feel free to e-mail me at [webmaster@nzrrbc.org.nz](mailto:webmaster@nzrrbc.org.nz). If you do, please don’t forget to add your phone and e-mail address, and I will reply as quickly as possible.

I hope you enjoy the new website and please do let us have any questions, suggestions and comments!

Regards,

Bruce Gordon [webmaster@nzrrbc.org.nz](mailto:webmaster@nzrrbc.org.nz)

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