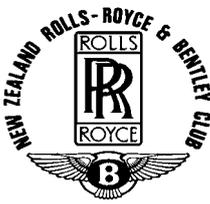


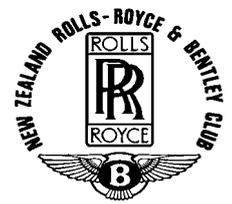
# New Zealand Rolls-Royce & Bentley Club Inc

Issue 14-6 2014





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



*The Bentley badge and Bentley name are registered trademarks of Bentley Motors Limited.*

*The Rolls-Royce badge and Rolls-Royce name are registered trademarks of Rolls-Royce plc.*

### NATIONAL EXECUTIVE

**CHAIRMAN** Rob Carthew  
85A Wharewaka Road, Taupo  
Phone 07 3774117 [watcher@outlook.co.nz](mailto:watcher@outlook.co.nz)

### IMMEDIATE PAST CHAIRMAN

Michael Midgley  
RD 1, Culverden, Nth Canterbury 7391  
[midgleym@xtra.co.nz](mailto:midgleym@xtra.co.nz)

### SECRETARY Naomi Neill

P.O. Box 616, Gisborne 4040  
Phone 06 867 1676 [diknomi9@gmail.com](mailto:diknomi9@gmail.com)

### TREASURER Philip Eilenberg

3B 21 George Street, Parnell, Auckland  
Phone: 09 374 5901/Mobile 021 928 041  
[peilenbergnz@gmail.com](mailto:peilenbergnz@gmail.com)

### MEMBERSHIP REGISTRAR

Clive Edmonds  
156 Hill Road, RD2, Napier 4182  
Phone 06 836 6444  
[clivedmonds@yahoo.com](mailto:clivedmonds@yahoo.com)

### TECHNICAL LIAISON OFFICER

Post WW2 Roy Tilley  
204a Waiwhetu Road, Lower Hutt  
Phone 04 566 0850 Fax 04 586 2937  
[rmt@xtra.co.nz](mailto:rmt@xtra.co.nz)

### TECHNICAL LIAISON OFFICER

Pre WW2 Eddie Riddle  
1 Wickliffe St, Mosgiel 9024  
Phone 03 489 5774 [edjoyr@xtra.co.nz](mailto:edjoyr@xtra.co.nz)

### MAGAZINE EDITOR Tom King

191 Sparks Road, Christchurch 8025  
Phone 03 339-8309/Mobile 0275 880 767  
[the.king@xtra.co.nz](mailto:the.king@xtra.co.nz)

### WEB MASTER Bruce Gordon

NZ Websites Ltd  
Phone 0800 080 500/Mobile 02108444488  
[webmaster@nzrrbc.org.nz](mailto:webmaster@nzrrbc.org.nz)

### NATIONAL EVENTS CO-ORDINATOR

Don Cresswell  
26 Aputa Avenue, Te Puru, Thames 3575  
Phone 07 868 2250/Mobile 021 721 792  
[crezwell@wave.co.nz](mailto:crezwell@wave.co.nz)

### NORTHERN REGION

**CHAIRMAN** Lois Hadfield  
242 Sunnyside Road, RD3 Albany 0793  
Phone 09 448 2248/Mobile 021 637 303  
[oldie@ihug.co.nz](mailto:oldie@ihug.co.nz)

### SECRETARY Peter Morelli

Phone 09 575 9351/Mobile 021 676 278  
[pnam@ihug.co.nz](mailto:pnam@ihug.co.nz)

### CENTRAL REGION

**CHAIRMAN** Elliott Snelling  
2 Nola Avenue Raumati Beach, Kapiti 6010  
Phone 04 902 1899/Mobile 0274 171 290  
[snelling@paradise.net.nz](mailto:snelling@paradise.net.nz)

### SECRETARY Wendy Bryce

156 Hill Road, RD2, Napier 4182  
Phone 06 836 6444  
[christinebryce@yahoo.co.nz](mailto:christinebryce@yahoo.co.nz)

### SOUTHERN REGION

**CHAIRMAN** Jeremy Evans  
Box 36391 Merivale, Christchurch 8146  
Phone 03 312 9866/Mobile 021 521 088  
[jerryev@paradise.net.nz](mailto:jerryev@paradise.net.nz)

### SECRETARY Tom King

Contact details as Magazine Editor

## 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)  
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 subject to a charge to the advertiser. Colour advertisements are charged at \$220 per half page and \$300 per full page, payable to the NZRR&BC Inc.

## Mainland Comment

In our 14-5 we had an article on W.O. Bentley's activities after Bentley Motors founded in 1931, and the sky didn't fall as a result of the intrusion of another marque, albeit related, to the magazine of the New Zealand Rolls-Royce & Bentley Club (Inc).

We propose, therefore, to consider the Companies' competitors, whether British (in no particular order, we have Sunbeam, Napier, Lanchester, and Daimler), European (Delage, Bugatti, Hispano Suiza, Alfa Romeo, and Lancia) or American (Cadillac, Lincoln, Duesenberg, Marmon, Pierce Arrow and Packard) and we welcome your views, contributions and ideas. We are fortunate that members of our Club have examples of some of these marques for our comparisons.

This has disposed of the year 2014, and the editorial team would like to thank our readers, contributors, advertisers and supporters for making its work so easy. We wish you all a Merry Christmas and a Happy 2015.



*Whenever a bunch of like-minded blokes meet, chassis numbers and "what happened to that?" matters tend to be discussed; at a Chinese restaurant in Sydney recently your editor was fortunate enough to be present at one of the lunches the NSW Branch of the RROCA holds, and this is Prof Barrie Gillings's caption: "L-R: Barrie Gillings; Henry Pang (wife Ginny is NSW RROCA librarian); Bob Doyle (NSW RROCA treasurer); Bob Adby (past Confederation of Motor Clubs Chairman); A Visitor From Hawkes Bay; Andrew Gibson (PI owner, ex P&A Wood and R-R Ltd mechanic); Jim Kelso (past Henry Royce Foundation Trustee, PI and now 20 H.P. Owner); Brian Inder (multiple R-R owner, now Registrar, RROCA SG Register). The bottle is Yellowglan sparkling white, purchased by Bob Doyle, an action frowned upon because it leads to others doing likewise, and the danger of drinking and driving. Chinese tea is the go."*

*(Cover) This photograph was taken at Hilltop above Akaroa Harbour during the 2014 AGM Weekend. It shows John Ferguson's Phantom III, chassis 3DL22, and Tony Lee's Silver Cloud II, chassis SAE559. See John Ferguson's article on 3DL22 on Page 8*

### NEXT MAGAZINE:

**Deadline for receipt of all material for Issue 15-1 is 22 January 2015.**

## We Welcome the Following New Members:

Clive and Hazel Shaw  
28 Elloughton Crescent  
Timaru 7910  
Telephone (03) 688 4006  
Email [chamshaw@xtra.co.nz](mailto:chamshaw@xtra.co.nz)  
1996 Bentley Turbo R Saloon  
Chassis SCBZ04C15CH55635

Chris and Gill Goddard  
11 North Parade  
Richmond,  
Christchurch 8013  
Telephones (03) 356 1914 and 021 711 524  
Email [cgoddard@adelphiinsurance.co.nz](mailto:cgoddard@adelphiinsurance.co.nz)  
1991 Bentley Turbo R Long Wheelbase Saloon  
Chassis SCBZP04A9MCH35480

Derek and Sally Evennett  
14 Cecil Road  
Milford  
Auckland 0620  
Telephones (09) 489 3003 and 021 951 471  
Email [evennett@xtra.co.nz](mailto:evennett@xtra.co.nz)  
2014 Bentley Continental GTV8  
Chassis SCBFN63LNWAF043611

Rod Wise and Judy Cole  
203 Sainsbury Road  
Puketaha  
RD1, Hamilton 3281  
Telephones (07) 824 3421 and 0274 987 688  
Email [twopalms138@xtra.co.nz](mailto:twopalms138@xtra.co.nz)  
2006 Bentley Continental Flying Spur Saloon

## Letter to the Editor

Hi Tom,

In magazine issue of 14-3-2014, you reviewed the recently published book *Inside the Rolls-Royce and Bentley Styling Dept 1971 to 2001* by Graham Hull. On reading your comprehensive summary I became very keen to get my hands on said tome, because car styling of any marque and any era has always greatly fascinated me, so much so that I designed and built my own car some years ago.

One of the significant statements made by the author about prospective Rolls-Royce and Bentley customers is that predominantly they want a car that looks great, with elegant style and appropriate proportions. No doubt buyers of second hand examples of the marque would say the same although sound engineering, high quality materials and fine workmanship also rate highly. If I were asked as to why I purchased my first Rolls-Royce, my response would include various reasons, but above all was my wish to own a vehicle that was beautifully styled. A number of Rolls-Royce models are, and a few are even drop dead gorgeous. Most of the models have the sort of elegance and proportion which the owner not just finds pleasurable to drive but at times stands back and admires day in and day out. The Gurney Nutting Fixed Head Coupé creation on a Phantom II chassis circa 1930 I think takes the cake, whereas the Camargue warrants only a tiny piece.

Regarding the book, much of the content is about staffing and changes within the Rolls-Royce Motor Company, all quite intriguing, but to somebody like me, who is principally interested in the way designers work, and the thinking behind the creation of a

stunning looking car, it was the appendix that contained the real gems of styling development. It was this section which included really illuminating information relating to the clay mock-ups. Over two months during which two models were being developed, the Project 250 Bentley Grand Prix 190, and Project 560, the Bentley Highlander, directions such as the following were given to the clay modellers working on the full size vehicles, "move the whole rear mudguard forward to relate to the door shut as Cloud" [clearly the Rolls-Royce Silver Cloud was seen by the designers as a significant benchmark design]. Instructions go on, "deepen the water gutter on the roof; extend the rear overhang by 50 mm; the sill is too heavy; apply eyebrows to eat into the wing mass; the wheels should fill the arches and be as far outboard as is legally possible; the clay model suffers bad posture; the front and rear quarters..... too much Mazda RX7; raise the scuttle to avoid the appearance of a car breaking in two and so on. I noted, too, with interest, the verbs which prefaced each instruction,—"emphasise, crown, push in, correct, tuck, raise, drop, let, pull, get, enlarge, soften, mock up, coax, refine, try, deepen, delete," etc.

So, to me, it was delightful to try to "get inside the chief designer's head" and get acquainted with the detail leading up to the final shape. The book's author let slip that he thought that the Silver Spirits looked to be carved out of the solid and that the best of the Silver Spirit shape was that of the 1996 model year. I agree. As for the cars of the New Millennium, maybe I am a prisoner of a time warp, but current styling leaves me out in the cold. Winsbury White.

## Club Members' Advertisements

### WANTED TO BUY: BENTLEY MARK

VI, R TYPE OR S1. A tidy, useable example needed.

Andrew Peterson, (07) 575 3819 or  
[andson@slingshot.co.nz](mailto:andson@slingshot.co.nz)

**FOR SALE: 1996 ROLLS-ROYCE SILVER SPUR** Finished in rosewood with light tan upholstery, light brown carpets with sheepskin over-mats, dark brown burr walnut woodwork. Imported to NZ in 2003 at 33,338 kilometres, purchased by me January 2004 and now 65,000 km. This has the 6.75 litre V8 engine with light pressure turbo. Always serviced by Colgray Motors; a pampered car in as new condition, always garaged, it comes with car cover and all original items including tool kit, two hand-books, sales and accessories books and sales photos. Winner of Best Rolls-Royce at Club Concours d'Elegance last year. Selling to reduce my fleet to manageable size. Enquiries to Winsbury White (09) 424 7554 or 021 770 714

### FOR SALE: 2013 BENTLEY,

13,000 Km One-off colour from Bentley "Claret." Off-white leather interior. Just serviced. \$249,000. Ray White 0274 886 186





*Warren's image of Southern Region members and friends neatly captures the friendly atmosphere which prevailed at Marble Point Vineyard, and how is that for a view just 90 minutes from Christchurch?*

A combination of capricious spring weather and weather forecasters' hyperbolic predictions meant that at least three teams cancelled their plans to attend our Spring Run to Hanmer, which Michael Midgley had organised for Sunday 21 September.

The weather was unpleasant on the day before the event and on the day after it, but fine when we needed it, with the slight edge to it to remind us that we were in the mountains, no matter how easy is the access in the magic carpets we enjoy.

Northern Region members, Anne and Rod Hutchison, have their early 3½ litre Bentley, chassis B87BL, in Christchurch at present, and were most welcome, while Glynn Williams was also enjoying a break to see the effects of spring, so much more pronounced down here than they are in Auckland. We had a good smattering of examples from Derby and Crewe as well as our Southern Region Chairman Jeremy Evans's Riley RMB from Abingdon, and Joe and Sue Studholme in their most interesting Jensen 541, which was built in one of the Supermarine factories at West Bromwich.

We met at Andrew Bain's Bains Classic Motor House at the north end of Waikuku for a tantalising look at the stock on hand and the memorabilia on display there; then came the critical decision of where the coffee stop would be, or could we last the whole 100 kilometres to Hanmer? Culverden, and its excellent bakery attracted some, but others managed to reach the resort town of Hanmer Springs and the various options there. Michael met us at Hanmer, and guided some of us around the Queen Mary

Hospital grounds which he knows so well, his late parents having met there as patient and nurse during the Second World War.

Marble Point Vineyard has an excellent restaurant, sited beside the Waiau River to make the most of the views of the mountains to the north, and served a fine lunch.

Thank you, Michael, for organising another low key and enjoyable day.



*From the R Type in the foreground, chassis B522TN; to Mark VI, chassis B274MD, Riley RMB; S3, chassis B254HN; 25/30, chassis GUL50; Jensen 541; 3½ litre, chassis B87BL; and T Type, chassis SBH10636.*

**Northern Region Report - the Okoroire Adventure by Peter Morelli,  
with Photographs by Anne Hutchison, Sandra White and Sue Williams**



*The Northern Region cars enjoying the spring blossom at Woodlands Historic Homestead*

Well done to all those who braved the Wilds of Okoroire. What a great event it turned out to be!

The route south from Auckland had been carefully reconnoitred by Lois and Richard Hadfield and included a wonderful lunch stop at the Woodlands Historic Homestead. All the trees were in blossom, quite dwarfing the best of Rolls-Royces and Bentleys. The Woodlands setting itself is picturesque, overlooking the cricket pitch. All we needed were a few blokes in whites, and the muted sound of leather on wood. The food and service matched the location; a winning start to the outing, with the anticipated rain nowhere to be seen.

Duly replete, a relatively short trip had us meeting up with the Taupoites, Rob and Michelle Carthew, Richard and Patience Izard, outside the Okoroire Hot Springs Hotel.

A jovial crowd gathered in the bar for pre-dinner drinks and soon overflowed into the adjacent lounge. This was a homecoming of sorts for Mike Donovan, who had spent much of his formative years in the environs.

A quiz followed the dinner. Participants had to each ask a question, and these covered a wide range, from astrophysics through Classical Composers, to the distance from Okoroire to Oxford. Kevin Williams had kindly donated a beautiful model of a 1932 Rolls-Royce Phantom, which was actually a battery-powered radio! The quiz ended in a tie, with the prize going to Anne Hutchison on a coin toss.



*NZR-R&BC Issue 14-6*



*The BP petrol station at Karaka on the Southern Motorway has been the meeting point for many club runs*

Sunday saw a visit to the Tirau Museum. The eclectic display is a result of a lifetime of collecting by owner, Geoff Ernst, and well worth the \$5 admission!

This was a thoroughly enjoyable outing and well worthy of a repeat at some future date.

Thanks to all who braved the Wilds of Okoroire, a special thanks to Kevin Williams for the lovely prize, and to Sandra White, Anne Hutchison and Sue Williams for their beautiful photos.



*(Left) Geoff Gowing is standing by in case Peter Morelli needs help in counting the litres  
(Above) Club cars looking pretty*

## Rolls-Royces Feature at Dunedin's Classic Autospectacular by Alan Race, with Ramon Farmer's Photographs



(Above) Alan Race's new Extended Wheelbase Rolls-Royce Ghost

(Below) Ramon Farmer's 40/50 hp Park Ward/Nielsen Saloon, chassis 45KG and Sir Julian Smith's 20/25 Tourer, chassis GNS40



Saturday 13 September 2014 marked the annual Dunedin Autospectacular classic car display, with this year's event focussed on Rolls-Royce as the featured marque; a display organised by Sir Julian Smith. This is believed to be the first time so many classic Rolls-Royce cars were on display in Dunedin at any one time and a display that we sadly missed being overseas. What a cruel twist of fate!

The display consisted of twelve Rolls-Royce cars, covering over 90 years of evolution, from the early 1920s through to 2014. Pride of place was taken by two 2014 models in a cordoned off area of the display. This was the first time new Rolls-Royces have been on show to the Dunedin public, who would have no doubt been unaware they were looking at a collective value of over a million dollars in these two cars alone. Neil Darcy-Brain flew a new Wraith to Dunedin especially for the event, and arranged with our daughter, Karen, to collect our Rolls-Royce Ghost Extended Wheelbase. Both new cars were displayed with the doors open giving a clear view of their interiors and, in the case of the Ghost, showing how the rear 'coach' doors give extremely easy access for rear passengers.

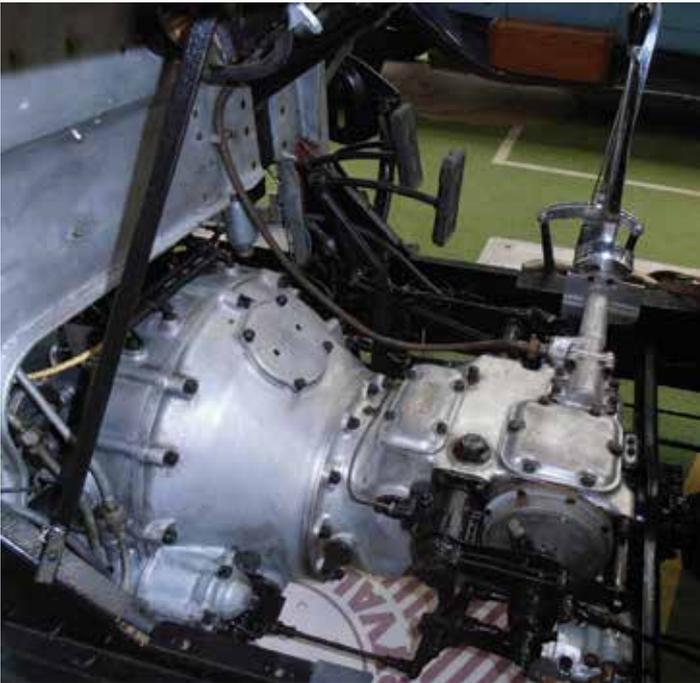
Included in the display was a Rolls-Royce 20/25 which was perhaps the most realistic portrayal of a Rolls-Royce as it would have left the factory at that time, being a rolling chassis with an engine, drive train and wheels. It was a case of using one's imagination to try to visualise what the final product might have looked like when a body is fitted and trimmed. Silver Ghosts 45KG and 60ZG toured south for the show, and were joined by another 1922 Silver Ghost, a 20/25 tourer and a Phantom II Sedan Coupé.

Later model classics included a 1964 Silver Cloud III, 1973 Corniche, 1974 Silver Shadow and a 1974 Silver Shadow long wheelbase limousine with division.

Rounding off the display was a stand mounted Rolls-Royce V12 'Meteor' engine, a de-rated version of the 'Merlin' engine which was used in many fighter and bomber aircraft. The 'Meteor' was fitted in tanks and armoured ground assault vehicles. I would like to thank Kevin Phillips for giving me the background information regarding the display, and Ramon Farmer for his photographs.



The offside of 20/25 rolling chassis number GRC70



*(Clockwise from top left) Rolls-Royce "Meteor" engine;  
Phantom II engine in chassis 192XJ;  
Nearside of 20/25 engine in chassis GRC70;  
40/50 hp Windovers Tourer, chassis 17KG;  
20/25 gearbox in chassis GRC70*





*Phantom III 3DL22 Touring Limousine by Thrupp & Maberly in its original shade of Birch Grey outside the church of St John the Evangelist at Barrhill*

In 1932 work started on the successor to the Phantom II, and after W.A. Robotham's (*Rm* in Company parlance, 1899-1980) visit to America in that year it became obvious that Rolls-Royce's competitors had established a standard for 12- and even 16-cylinder engines, in "Vee" formation. With experience in designing and building V12 aero-engines dating back to the "Eagle" of 1915, and with their enterprise supported by the burgeoning aero-engine research during the uncertainties of the 1930s, Rolls-Royce were well able to compete with a V12 for their next Phantom. This, the Phantom III, was the last design to which Sir Henry Royce contributed.

Rolls-Royce had been under pressure from several competing manufacturers in the U.S.A, France, Germany and Italy, where cars of excellent quality and advanced specification were available in Britain at prices with which Rolls-Royce could not compete, for several reasons. The favourable exchange rate which the £ Sterling enjoyed against all those competing countries at that time; the effective subsidies with which the mass-produced products such as Fords and Chevrolets supported their higher-priced cousins, the Lincolns, Packards, Buicks and Cadillacs; the adoption by these competitors of Straight-8, V8, V12 and V16 engines, whereas all Rolls-Royces up until now, with the exception of the still-born V8s of 1905, had been of straight-6 cylinder design; and the social peculiarities of the time; all provided compelling reasons for the Company to introduce a new competitor. The noted historian of Phantom IIIs, Steve Stuckey of the Australian Capital Territory, has made an excellent point in his article, "A Significant Phantom III Reappears," from our Trans-Tasman sister club's *Præclarvm* 5-14. Steve noted that the Prince of Wales, in the

early 1930s, had a fascination for American cars, not to mention his infatuation with the American Mrs Wallis Simpson, and, while his parents, King George V and Queen Mary, remained faithful to their Daimlers of vertical stance, and the Prince's brothers to Bentleys and Lanchesters, the future Edward VIII and the fashionable people who wished to be identified with Fort Belvedere, chose the cars which were produced by the American manufacturers, and which, perhaps, came out the doors of the factories on the Canadian side of the 49th Parallel, to benefit from British Commonwealth status. In Britain a well-equipped Buick 8 sold for £500 (£31,000, or \$NZ65,000 today), whereas a Phantom III was £2,500 (£149,000, or \$NZ320,000), and a Buick could be bought "off the peg" while the eager buyer of a Rolls-Royce would usually have to wait at least a year for delivery.

The Phantom III first appeared in public at the Olympia Motor Show in London in October 1935, with eight on show on the Rolls-Royce and various coach-builders' stands, although only two of those were moving chassis, the other six being bodies on mock-up, or dummy, chassis.

Deliveries to coach-builders began in June 1936, and early customers reported some unfortunate problems with their cars, at first primarily related to cooling issues and fuel vapourisation caused by the great amount of heat to be dissipated from that large engine, and later by the results of sustained high speed driving on the new highways available in Europe. The hydraulically operated tappets caused problems, although, since this did not seem to affect those cars sold in America, perhaps the inferior oils available in Britain before the War were to blame for the Phantom III's reputation for camshaft wear, with the demise of many of these

fine cars long before their time, and the replacement of that superb V12 by diesel engines. By the time the “D” series came along, for the 1938 season, the hydraulic tappets had been replaced by a conventional “solid” design.

On 9 April 1938 Stanley Johnson placed an order with Rootes Ltd. of Maidstone for a new Rolls-Royce Phantom III. The chassis allocated to him by the factory was 3DL22. The Order Cards record that the chassis was to be fitted with a Touring Limousine by Thrupp & Maberly, that it would normally carry 2 to 3 passengers, a maximum of 1.5 cwt. of luggage, and was to be used in the U.K. and on the Continent for Touring and Town Work. Mr. Johnson requested that special attention be paid to the front suspension, and the factory build sheets note that “strongest type front springs were fitted and shock absorbers altered to give increased control.” The chassis was despatched by LMS Goods Train to Lillie Hall (Rolls-Royce London Depot) on 9 May 1938, and, from there, by road to Thrupp & Maberly. The car was given a final test at Thrupp & Maberly on 17 June 1938, and delivered the next day.



The coachwork was specially designed for Stanley Johnson, and was of the newly fashionable “Razor Edge” styling. The exterior was finished in Silver Birch Grey, with Olive Green leather, matt walnut woodwork with pewter inlay, and green headlining and carpet. An electric division and rear blind were fitted. Trays behind the division were for the storage of cigarettes. Large fold down cabinets below these were for the storage of cameras, and a large central cabinet was fitted for additional storage. Vanity units in the rear quarters were fitted with mirrors, ashtrays, cigar lighters, and reading lights. Additional ash trays were fitted in the ends of the rear arm rests, the knobs on these also switching individual roof lights.



*Recent photographs of 3DL22's interior show how light and airy it is, which must have given Mr Stanley Johnson pleasure before the War, and give the Ferguson family even more pleasure after John's dedicated work*

Very little is known about Stanley Johnson, but Steve Stuckey has added that he was Chairman of Johnson and Slater Ltd, manufacturers of toilets and bathroom basins, and that he died in October 1953. He was a very good customer of Rolls-Royce, purchasing 12 Rolls-Royce and 2 Derby Bentleys between 1919 and 1939. In 1941, he presented Wg. Cdr. Stanford Tuck with a cheque for £5,000 to replace the Spitfire from which Tuck had bailed out earlier that day. The incident is recorded in *Kent and the Spitfire*: “Taking part in a particularly ferocious dog fight over Kent in which he claimed two enemy aircraft shot down, Stanford Tuck unfortunately had to abandon his aircraft, which had received several bullet holes. As he floated down under his parachute he saw that he was going to land in the gardens of a large Kentish house near Maidstone called ‘Plovers,’ the home of Lord Cornwallis. Watching the parachute descend, his Lordship despatched a car to pick up the unfortunate airman, returning him to the house. A bath was prepared for Tuck, and he was informed that the doctor was on his way. Meeting Lord Cornwallis, Tuck thanked him for the loan of his bath and promptly fell asleep for several hours. When



he awoke, Cornwallis told him that he had just received a cheque for £5,000 from Stanley Johnson of Bearsted House, with the suggestion that the money be used to purchase a new Spitfire, an idea that immediately caught the imagination of his Lordship. After chatting with Stanford Tuck, he proposed that the money would be the first instalment towards not one, but a flight of Spitfires, to be known as ‘The Invicta Flight of Spitfires.’

“The idea caught on, and the people of Kent ultimately raised £29,370, enough to purchase a flight of 3 Spitfires.”

In 1946 the car was owned by Alfred H Beaumont, and in 1960 by Edward N Villiers, who sold it that year to Minnie M. Livingstone. She sold it in 1962 to Col. J W D Jennings, and in 1969 it was purchased by Victor Crabb, who in 1979 commissioned major work on the car by a specialist restoration company which had, over the years, worked on other cars for him, commencing with an engine overhaul, and then a full restoration of the coachwork. Part way through this process he had a disagreement with the restorers when they announced an increase in the labour charges, and as a result the car was packed up and returned to him. It remained in storage in his warehouse until his death in 1992.

In July 1992 my wife Christine, daughter Anita, and I took up residence in Knockenhooly, a cottage on Southwick Estate in the South of Scotland, where I had been employed as the estate chauffeur. In March 1993, I was perusing the newly arrived Rolls-Royce Enthusiasts’ Club *Advertiser*, and an advertisement for a Phantom III caught my eye. It was described as a restoration in progress, and not for the faint hearted. After much hesitation I made a phone call, and in due course received a letter outlining the car’s history, and detailing the work carried out to date. The photographs enclosed with the letter revealed that it was indeed a very elegant razor edged touring limousine, and worthy of further investigation. The problem was that I was in Scotland and the car was in Bognor Regis on the south coast of England, some 500 odd miles away.

The hamlet of Caulkerbush was a couple of hundred yards down the road from our cottage, and we had by this time met most of its inhabitants, in particular Alan Riddle who was the local blacksmith/engineer. Alan often “popped in” after work for “a bit of a chat”, and it was during one of these “chats” that I mentioned a car in Bognor Regis that I would like to see. It transpired that there was a car in London that Alan would like to inspect, and it immediately became clear to us both that we could pool resources and cut costs if we joined forces and viewed both cars in a weekend, using Alan’s diesel Peugeot for transport. We also pointed out to each other that it would be advantageous to have a second (and unbiased) opinion on the respective vehicles, and someone to provide a voice of reason and restraint. These glaringly obvious advantages seemed less obvious to our respective spouses, but, nevertheless, phone calls were made, and at 4.30am the following Saturday, we were London bound. We arrived on time and duly inspected the Jensen Healey, which clearly needed extensive attention from a sympathetic owner, but by lunchtime, negotiations having been concluded to the satisfaction of my Scottish friend, Alan was the new owner of a Jensen Healey GT. We set off again around the M25 to head south to the faded elegance of Bognor Regis, and by 6pm we were searching for accommodation.

On Sunday morning I got to meet 3DL22 for the first time, when we presented ourselves at the door of a large warehouse on the outskirts of Bognor. It became apparent on entering the building that the late owner was a man of discernment and taste. Apart from the Phantom III, some half dozen immaculate Rolls-Royces and Bentleys were stored inside. I particularly remember a Mulliner “High Vision” saloon on a 4¼ litre chassis, a coach-built Silver Cloud, and a Gurney Nutting Sedan de Ville



3DL22 in the warehouse in Bognor Regis



on an early 25/30 chassis.

However, sitting in pride of place in the middle of the warehouse was the Phantom III. The chassis was complete except for the radiator; the body shell was in place, the wings had been propped in position, as had the upholstered driver’s seat and front passenger’s seat base. Everything else was in boxes or propped against the walls. After opening and inspecting as many boxes as I reasonably could, I came to the conclusion that (a) 99% of the car was there, and (b) whoever had been responsible for the dismantling had done a very thorough job. Not satisfied with just removing components and boxing them, each had in turn been completely stripped. For example, the master switch box had been dismantled down to the last contact arm and spring, sealed in a box and labelled. The driver’s seat turned out to be the only bit of upholstery to be completed; the rest of the leather had been cut ready to fit, and then boxed up.

I spent the drive home questioning my sanity. Alan had proved to be a broken reed, having signally failed to provide a restraining influence, and as a consequence I was now the keeper of a project which at best promised to keep me fully occupied for some time to come, and at worst could well have a detrimental effect on the aforementioned sanity.

The next challenge was to get the car to Knockenhooly. Armed with the latest issue of *Classic Car* I set about calling the companies advertising classic car transport. It quickly became apparent that transport operators in the south of England considered Scotland to be a foreign country, and not one that anyone in his right mind would visit for any reason. After a pause to recover from the shock I tried again, this time with more success. This operator not only knew where Scotland was, but he was also prepared to travel the distance. He was an owner-driver with a large purpose built transport trailer, and much of his work involved transporting racing cars around the country. He had a sister living in the north of England where he could stay the night. Fantastic!

And so it transpired one day that the head gardener came looking for me in the workshops, to inform me that a Range Rover with a large covered trailer was backing up my drive. With both gardeners close behind, I headed across the road to my garage. The expression on the gardeners’ faces when 3DL22 emerged was “interesting.” The invitation to help push the car into the garage may have made them wish that they had curbed their curiosity!

There was no room in the transporter for the many boxes of parts, so several weeks later Chris, Anita and I set off in a hired diesel Volkswagen van to collect the boxes, making a family ex-

curtion back to Bognor. It became obvious as we trundled along the M6 that we were in no danger of exceeding the speed limit. On a downhill slope we could occasionally reach 60 mph, but 55 mph seemed to be its natural cruising speed. However, our early departure time paid dividends, since we found time to visit West Wittering and see Royce's house "Elmstead." Next morning we



*(Clockwise from above) Christine, Anita and John Ferguson went to Bognor Regis to retrieve the rest of 3DL22 in many cardboard boxes, helped by the late Victor Crabb's daughter and son-in-law; Southwick Estate, Dumfries, Scotland; Knockenhooly, the cottage where the Fergusons lived on the Southwick Estate in 1992; Anita and John Ferguson, with Bud the border collie, and 3DL22 assembled for the voyage to New Zealand*



were back at the warehouse, packing the van. It was a long day! With a full load of parts on board, the underpowered Volkswagen made hard work of the return trip. I could not have contemplated buying the car if Knockenhooly had not had a double garage. Without bumpers, I could just shut the doors behind the Phantom, while the other bay accommodated the boxes, doors etc. Re-wiring was the first undertaking, and I was part way through this when it became necessary for us to return to New Zealand.

Doors, bonnet etc. were temporarily attached, and as much as possible packed inside the car. It arrived in New Zealand in October 1994. I had originally hoped that I would have the car back on the road in 5 years, but moving to a new property and house building somewhat upset the programme, and it wasn't until August 2009 that the car was complied and licensed for road use.

To have the car licensed and useable has more than compensated for the trials and tribulations along the way. Although

there are a few minor items to finish, I am looking forward to using the car on club events in the coming years.

**LEADING PARTICULARS OF THE CHASSIS**

Engine: 12 cylinders, 7340 cc. Overhead valves operated by push rods. Dual ignition by twin distributors.

Gearbox: 4 speed with synchromesh on 2nd, 3rd and 4th.

Suspension: Independent, helical springs with controllable shock dampers for front. Semi-elliptic rear.

Wheelbase: 11' 10"

Turning Circle: 48'

Fuel Tank: 33 gallons

Chassis Weight: 4050 lbs. (excluding spare wheels, lamps and other accessories).



*(Right) A fine picnic set which adorns the boot of 3DL22 on appropriate occasions*

*(Below) Mrs Thomas, for whom John drove in Scotland, with her cane, her friend Mrs Watson, Anita and John Ferguson, and Anita's dog Bud.*



*While in Britain, John completed the Rolls-Royce Chauffeurs' Course at Crewe. Here are John and his colleagues (left) during the course, and (right) in more formal mode as they hold their certificates. Yes please, John, we would love to read of that experience....*



*Lt Col Clive Gallop refuels his Aston Martin during the 1922 French Grand Prix at Strasbourg, with Lionel Martin (right in profile wearing cap) beckoning to direct operations, and that is probably his wife Kate beside him. Gallop had a great deal to do with the original 3 litre Bentley, and later with Sir Henry Birkin's supercharged 4½ litre cars. This splendid image is used with the kind permission of [www.austinharris.co.uk](http://www.austinharris.co.uk) / LAT Photo. Despite the squalor of a wet and muddy circuit, note Gallop's high quality footwear; no doubt underneath his racing overalls he is wearing gents' natty suiting and shirting, complete with tie and cuff-links.*

The engine which W.O. Bentley designed for Lagonda during and just after the Second World War had a great deal to do with the success of the Aston Martin Company which, under its new owner, David (later Sir David) Brown, bought the assets of Lagonda Limited in 1947, as mentioned in the article "W.O. Bentley After Bentley" in our magazine 14-5.

It does seem logical to write something of the Aston Martin Company, particularly since some years ago I found a little bit of Aston Martin history which hadn't been widely known. I hope that this article will be of interest, as well as continuing the theme of historical competitors of Rolls-Royce and Bentley.

Lionel Martin (1878 – 1945) came from a Cornish family whose wealth came from china-clay and tin mining. During his life he owned at least 65 cars from diverse manufacturers, and was always interested in motoring competition and administration. He was in business as an agent for Singer cars with a partner, Robert Bamford, and had successes with those cars at, among other events, Aston Clinton hill-climb in Buckinghamshire. In 1913 he and Bamford built a light sports car at their small premises in London on a 1908 Isotta-Fraschini chassis, using a tuned Coventry Simplex engine, and the marque of Aston Martin was born.

The Great War interrupted production, and Bamford left the partnership, the first in a long line of interesting people who seemed keen to have their wealth diminished by investing in Aston Martin Limited, in the course of which interesting cars were

created.

Lionel Martin found Count Louis Zborowski (1895-1924), who became the next investor. He was born in England of Polish ancestry; his father, Count Eliot Zborowski (1858-1903), was born in America, and married an Astor heiress. Count Eliot was killed near Nice in a hill-climb, reputedly when a cuff-link became tangled in the hand throttle of his 60 hp Mercedes, after which Countess Zborowski bought the large estate Higham Park, near Canterbury in Kent. Count Louis became very wealthy at the age of 16 when his mother died, and he indulged his enthusiasms to the full. Four aero-engined follies were built, the Chitty-Bang-Bang series 1 to 3 with Maybach, Benz and Mercedes engines, and the Higham Special. This last car had a 27 litre Liberty aero-engine, and after Zborowski's death it was turned by J.G. Parry Thomas (1884-1927) into "Babs" as a potential world speed record contender.

Zborowski was helped in his endeavours by the talented engineer Lt Col Clive Gallop, and, unlikely as it sounds, two of the aero-engined cars were driven by them into the Sahara Desert on an expedition. After service in the Royal Flying Corps, Gallop (1895-1960) was present when the first 3 litre Bentley engine first ran 95 years ago, in October 1919, having had a great deal to do with that engine design, and later returned to Bentley to work on the supercharged 4 ½ litre cars.

Zborowski's new investment in Aston Martin financed the

building of new engines, and these were intended for the Tourist Trophy race in May 1922, but were not ready, so Zborowski and Gallop raced them in the French Grand Prix two months later.



(Above) The 1922 Aston Martin Grand Prix engine  
(Below) Count Louis Zborowski in Chitty Bang Bang 1 must be almost ready for a tyre change



Eoin Young wrote an article about S.C.H. "Sammy" Davis (1887-1981), which was published in our 13-1. Davis had an amazing life, which included witnessing the start of the 1903 Paris to Madrid race as an art student there, time as one of the Bentley Boys, service in both World Wars, and a solid writing and artistic career. He knew all these men well, and here we have his account from *The Autocar* of 23 April 1970:

"[Aston Martin] even intruded into Grand Prix racing in 1922, with a 16-valve, ohc engine owing its design mainly to Clive Gallop. He did some MI5-type negotiations with his old firm Peugeot [he had done his apprenticeship there before the Great War], returning with a scaled-down version of the latest Peugeot racing design.

"Zborowski and Gallop drove the overhead-valve-engined cars, putting up a remarkably good performance, considering that their rivals not only had much more powerful engines, but were driven by famous drivers, backed up by the firms constructing the cars. It was during preparation for one such race that an amusing incident occurred. Clive Gallop, who incidentally preferred to be called Gallô, accent and all, was driving his car down a nice quiet straight road in order to discover why it was unstable at high speed, he having complained about this. [Bertie] Kensington Moir [1901-61] and I, puzzled why the car had this trick, were watching. As Gallô came past us we both noticed that he was gripping the wheel like a vice and moving it all the time.

"That gave us an idea, since this habit is all too easy to acquire. We flagged Gallô in. Then Kensington Moir appeared to do highly scientific things to the front axle castor angle, while I kept Gallô chatting. It was then agreed that Moir should try the car. He did, and as he came past I said 'Look, it must be O.K., he's not moving his hands and is obviously holding the wheel loosely.' It worked; from then on Gallô let the wheel steady itself, and all was well."

Both cars retired from the Grand Prix at Strasbourg with the ubiquitous "magneto failure," but they were also raced with some success at the Spanish Grand Prix by Zborowski and at Brooklands by Kensington Moir. The Grand Prix engine had 1486 cc, of 65 by 112mm.

Back in London, Martin and his team of twenty or so had the problem of building and selling their 1½ litre (66.5 by 107mm) side-valve production cars; no matter how beautifully built they



(Above) S.C.H. "Sammy" Davis and Eoin Young with Mr Davis's painting of the Le Mans Bentley "White House Crash" as he saw it happening in 1927

(Below) Count Louis Zborowski's 1922 G.P. car at VSCC Prescott Hill-Climb (John King's photograph)



were, at a selling price of £800 (about \$NZ90,000 now) they were in a very small and very competitive market, and it has been suggested that the Aston Martin Company would have been better off to have paid each prospective customer £50 (\$NZ6,000 now) to go away and forget about buying an Aston Martin. During 1924, Aston Martin were failing again, and an investment was made by Lord and Lady Charnwood (1864-1945 and 1876-1942), partly to give their talented son the Hon. John Benson (1901-1955 later the 2nd, and last, Baron Charnwood) a role. He was appointed to the Board, and designed an 8-valve twin overhead camshaft 1½ litre engine of 65 by 112 mm for the sports chassis, to supplement the side-valve touring chassis. He had later careers as a territorial officer in the British Army, an attempt as a round-the-world yachtsman, journalist, and musician, saw active service in the Second World War, and was a distinguished optometrist. His administrative skills have been criticised, and unfortunately he did not get along well with Lionel Martin, or perhaps it was Mrs Kate Martin, a clergyman's daughter with a seat on the Board and a strong set of business ideas. An unpleasant court case ensued, after which Lionel Martin was awarded the humiliating sum of one farthing (¼d) on each of seven counts of libel, and as Martin left the company in 1925 it collapsed again. During Martin's time with the company, 63 cars were built, including 5 prototypes.

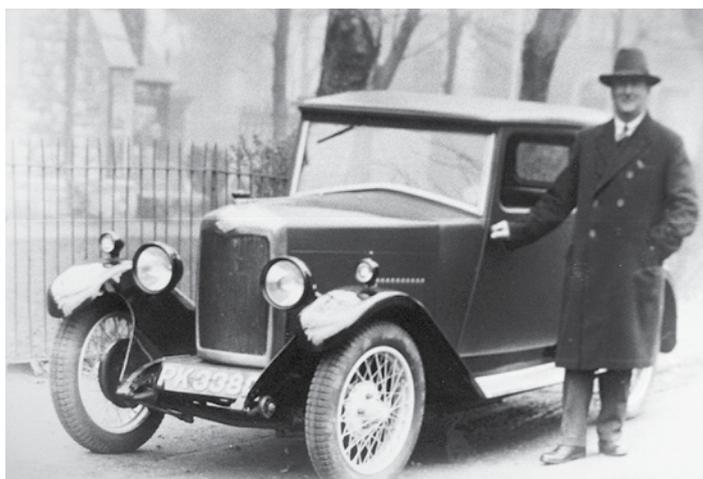
William Renwick was a talented engineer, and had designed a "wedge" shaped combustion chamber. He had also inherited money from his father, and with his friend Augusto Cesare Bertelli acquired what was left of the Aston Martin Company for

£6,000. Bertelli (1890-1975) had come with his family to Wales as a child, and spent time in the pattern and tool shops in the steel mill in Cardiff, where his engineering skills became apparent. He retained links with Italy, returning there to work for FIAT, and to serve as riding mechanic to Felice Nazzaro in the 1908 Targa Bologna. Further capital was provided by the Charnwood family,



(Above) The 1½ litre side-valve engine of the production cars during Lionel Martin's time

(Below) This is chassis A3, the 3rd prototype of 5, restored by the Aston Martin Heritage Trust, enjoying its 100th birthday party at VSCC Prescott last year. John King's photograph



Lionel Martin beside his 1928 Riley Monaco

and Baron Charnwood joined Bertelli and Renwick on the Board of the reorganised Aston Martin Cars Limited, with premises at Feltham in Middlesex, previously occupied by Citroën. Renwick and Bertelli had previously been working on a 1½ litre car to be marketed under the initials of "R & B," and the existing side-valve Aston Martin gave way to their entirely new design, which appeared at the 1927 Olympia Motor Show. The engine was a 4-cylinder 1,488 cc.s of 69.25 by 99 mm, with a single overhead camshaft on a detachable cylinder head, which incorporated Renwick's "wedge" shaped combustion chambers, with the crankcase and cylinder block cast in one to obtain as much rigidity as possible. Chassis design was conventional for the time, but very low, partly

because of the under-slung worm drive back axle. Bertelli and Renwick ensured that the braking was powerful, and *The Autocar* road test for 1 February 1929 said "...it is probable that no car has better, more sensitive, yet more powerful brakes." Aston Martin offered two chassis types; the "T" or touring type of 9 ft 6 in, and the "S" sports model a foot shorter. The chassis price was £465, the complete touring car at £550, and the saloon was £675. A.C. Bertelli's brother Enrico ("Harry") was a coachbuilder, and he operated from premises next door, his coachwork intended to be fitted to Aston Martins. His work was highly regarded, and he also built bodies for several other marques, including Riley and Bentley. The talented designer Claude Hill joined Aston Martin in the early 1930s, with his signature appearing on works drawings as "drawn by" and, later, "checked by."

Financially Aston Martin Cars Ltd struggled on, and by 1930 had built only 30 cars. Other "investors" came and went, including H.J. Aldington, proprietor of Frazer Nash cars, and Lancelot Prideaux Brune. I am not making these names up. Continued poor performance of the Company led to Prideaux Brune selling his stake to the Sutherland family in January 1933 for £10,000.

This was another case of a younger generation for which a vocation was sought; Sir Arthur Sutherland (1867-1953), a Newcastle upon Tyne shipping magnate, installed his 24 year old son Gordon (1908-1996) as joint managing director with A.C. Bertelli. Gordon Sutherland was only 18 when he took delivery of his first car, a 12/50 Alvis. A 2 litre Lagonda followed this, and the local Bentley agent in Newcastle, Frank Scott, had a close association with the noted "Bentley Boy," driver and employee Frank Clement. Sutherland wrote in an article "My Sixty Years of Motoring" for *AM Magazine*, the Aston Martin Owners Club journal, in 1984 that Clement "...was without doubt the most skilled driver I have sat beside and, of course, was so familiar with all the Bentleys that he could do anything with them – in particular his gear changing was incredible; he could just play with the gearbox, with or without the clutch and all without any harshness to the car." Scott loaned Sutherland an Aston Martin International, which impressed him, and for his 21st birthday received a 4½ litre Bentley Vanden Plas Standard 4-seater tourer, chassis MR3376. He later bought new Park Ward saloon-bodied Bentleys, a 3½ litre, chassis B163DK, and a 4¼ litre, chassis B44GA. The original concept of Renwick's and Bertelli's car was to produce a good quality saloon which would appeal to the ever-increasing market for closed coachwork, and E. Bertelli Ltd was given the contract to build the planned 100 saloons and 25 tourers. However, the first saloon was very noisy, and had a vibration problem which made it almost undriveable, so the emphasis returned to open touring cars rather than saloons. *The Autocar* tested a two-door saloon for their issue of 4 March 1932, but refrained from mentioning noise or vibration.

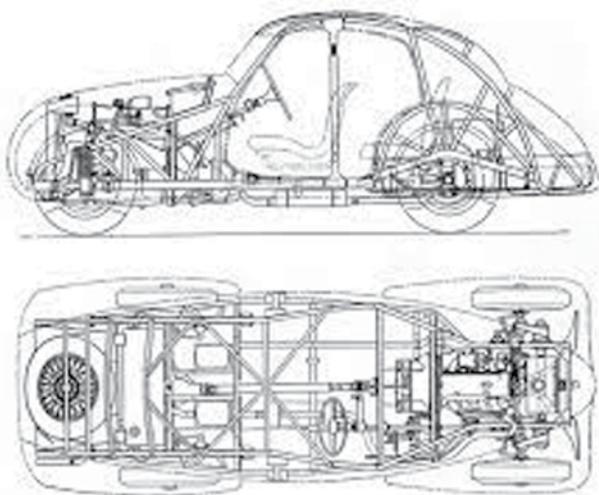
During 1935, Claude Hill had been designing a 2 litre engine, funded by another £10,000 injection of capital by Sir Arthur Sutherland. This was a completely new cylinder block, with squarer bore and stroke dimensions, revised water ways and all new ancillaries including cylinder head, and very few parts in a 2 litre engine came straight from the 1½ litre 'Mark II.' Again, though, severe vibration period problems struck when the new engine was fitted to one of the new long wheelbase saloons, probably caused by the type of semi-rigid engine mountings used in what was a long and relatively flexible chassis. The 15/98 saloon which appeared at the 1936 Olympia Motor Show had not been driven there, and Sutherland commented "By the next day, though, Bertelli had driven the second one and was very depressed; he said, 'we have bitten off more than we can chew.' How right he was, for when I tried it I was horrified; admittedly I was then running a 3½ litre Bentley, but still it was exceptionally rough and noisy." Major efforts were required to improve the problem sufficiently to even think about putting the cars on sale.

Bertelli had been very proud of having designed nearly every component of his Aston Martins (even specifying materials for the few bought in components), but this process had been

very expensive. As a result, the cars could never be sold at a price which gave a sufficient profit margin over production costs. As the Sutherland family gradually increased its influence on the company, Gordon Sutherland, under some pressure from his father, instigated a review of the company's car production. This gradually eroded Bert Bertelli's influence, and in February 1937 he resigned. Gordon Sutherland introduced a greater emphasis on bought in components, so that a number of parts on the new production version touring car, the '15/98,' were sourced from outside the works to achieve far more cost efficiency; the front axle, from Alford and Alder; brakes from Girling; and the gearbox from Moss. His decision to subcontract out much of the future bodywork badly affected Harry Bertelli's coach-building business; the bodywork for most of the two seater tourers was built by Abbey Coachworks, and for the Drop-Head Coupé by E. D. Abbot. However, E. Bertelli did build the coachwork for most of the twenty-five long chassis cars, including the saloons, and although the quality of the sub-contracted bodies might not quite have attained Harry Bertelli's high (and more expensive) standards, the cost saving must have been considerable.

This was still a very small company, however, with a total of 150 chassis, including 23 "Speed Model" cars which used the 100 bhp which the 2 litre engine was able to deliver. *The Autocar* tested a 15/98 Two/Four Seater Drop-head for its issue of 23 July 1937, and a "Speed Model" for 4 August 1939, achieving best speeds of 84.11 and 97.83 mph respectively. The weight of the two designs was within 50 lbs of each other, while the characteristically good braking of the marque was maintained, with a stopping distance of 30 ft from 30 mph for the "Speed Model" and 35 feet for the coupé. The "Speed Model" was raced successfully, and here we must mention some more chaps with interesting names, including St John "Jock" Horsfall and Mortimer Morris-Goodall (father of the noted naturalist Jane Goodall). Yet another financial crisis was averted as Europe was gearing up for war, and profitable work was found through the re-armament programme. The Aston Martin workforce was put to good use, mainly making components for the aircraft industry, and Harry Bertelli also kept his company afloat, with his employees making fire pumps and still a few car bodies.

Aston Martin's chief engineer Claude Hill was given free rein to develop some of his own ideas, which were also put to good use on the remaining eight 'Speed Model' chassis, and he designed radical aerodynamically shaped bodywork which became known as the Type 'C.' The body work design was many years ahead of its time, and to a degree, the Type 'C' presaged the post war Jaguar XK120. It is easy to imagine Hill, having come into contact with new technology from the aircraft components which Aston Martin was building by this time, and, perhaps with some time available, since the aircraft components would be well supported by technical drawings and design, saw how to turn these ideas into automotive design.



*General arrangement drawings for the Aston Martin "Atom"*

The prototype 15/98 saloon was re-bodied using square section tubing with the idea that the coachwork would eventually become a stressed member and the chassis could be eliminated. No photographs of this car, unkindly called "Donald Duck," seem to be available, but this coachwork experimentation was continued by Claude Hill in late 1939 and early 1940 on a completely new car, 'The Atom.' Unlike anything seen before, it was a genuine departure from normal production methods and design. Made almost entirely from square tubing (necessitated by the scarcity of anything other than electrical square section conduit during war-time) the design was patented by Aston Martin and Claude Hill jointly, the varying section tubing of the frame being built according to the stresses that it would be under. "Nyloc" nuts and self-tapping round-headed screws were used, and when the car was being restored the correct screws, packed in a "War Department" bag, were found at an auto-jumble.



*(Above) Imagine seeing "Atom" in the rear view mirror of your Austin 7 in 1940*

*(Below) Claude Hill's development of the 15/98 2 litre engine later installed in "Atom"*

*Images on these pages courtesy of Bonhams*



Claude Hill also developed a new trailing arm independent suspension for the front, based on a Gordon Armstrong design, and this design seems to have been carried forward to the post-war Aston Martin DB1s. Armstrong's shock absorbers were also fitted to "Atom." As the limitations of leaf springs and rigid axles had become appreciated during the 1930s, Armstrong had fitted one of his independent front suspension systems to his 3½ litre Bentley, chassis B51EJ, and the Rolls-Royce Experimental Department commented favourably on his car's behaviour on a notorious stretch of one of their test roads. The "Atom" initially had an overhead camshaft 2 litre engine and electric Cotal gearbox, but this did not survive the many thousands of miles

which Gordon Sutherland covered between 1939 and 1944, and Claude Hill's 15/98 engine was installed in that year. Photographs of "Atom" show the hammock-shaped front seats derived from aircraft design, but not the rather cramped rear seats on which Sutherland's children travelled; perhaps their growth prompted the additional 6 inches of wheelbase he desired in his handwritten "Suggested Modifications & Equipment for Production."



(Above) The view which Gordon Sutherland's children had of "Atom" showing the tiny quadrant for the Cotal gear selector, and the floor lever which controlled only forward or reverse motion  
(Below) The view as the lucky driver is about to ease the person into the hammock-style driver's seat.



In 1985 I had some correspondence with Jim Whyman, who was at that time secretary of the Aston Martin Owners Club, and mentioned a war-time magazine I had, which contained a "Wanted" ad for a Singer 9 from Aston Martin. Jim wrote to Gordon Sutherland, who replied:

"During the war I am afraid our thoughts did, whenever possible, turn to our firm's prospects afterwards, and, even in 1939, we knew we must have an entirely new engine design.

"To further this end, we made a close study of many of the successful designs and the Singer 9 was one of them, hence our interest in purchasing one. The engine was far from mundane and had many features similar to the Bertelli/Renwick Aston engine.

"Actually, later on, it was very successfully used in the HRG and Godfrey found himself in a quandary when they ceased production.

"Incidentally, I thought the Riley engine a better design with its hemispherical valve arrangement operated by short push rods - also used by the same designer in the later Lea Francis, which deserved a better fate."

By late 1945, it had become apparent to Gordon Sutherland that the development of his new car was not merely a matter of yet another £10,000 to be "invested," and the capital he needed could not be found, so he placed an advertisement in *The Times* of 1 October 1946 to sell a 'High Class Motor Business' for £30,000. David Brown responded to the advertisement, saw and drove "Atom," and bought Aston Martin Ltd for the sum of £20,500 to add to his industrial empire, which was based on gear cutting and tractor manufacturing. At about the same time he bought Lagonda as mentioned in our 14-5, acquiring as part of that investment W.O. Bentley's 2.6 litre twin overhead camshaft six-cylinder engine, and a new era had begun. Bentley's engine went from 2.6 litres to 2.9, to 3.7, and eventually to 4 litres before the V8 of 5.4 litres took over from it for the 1970 trading season.

Gordon Sutherland continued to look after the pre-war cars at Friary Motors, employing a few of the old staff who had worked on the cars before the war. They sold and maintained pre-war cars and produced spare parts from the original tooling and patterns which Sutherland had retained. These patterns, the tooling and the works records (including the vast majority of engineering drawings), were later given to the AMOC when Friary Motors ceased trading in 1962, and Sutherland retained all his enthusiasm for the marque. In the late 1980s, Jim Whyman was part of the team that established the Federation of British Historic Vehicle Clubs, and another team member, Tom Ryland, had a 4½ litre Bentley, the first owner of which was Gordon Sutherland. Jim



writes: “A few years later, Aston Martin honoured Gordon, and had invited him and his wife to Newport Pagnell. I persuaded AML to invite Tom Ryland. Suffice to say, Gordon was taken for a ride in his old car, gave Tom some advice about adjusting something (the clutch I think), and drove the car back to the factory. “A year or so later, we called on the Sutherlands at their home in an elevated position on the north bank of the Tweed near Berwick on our way back from a holiday in Scotland to collect some papers they were donating to the Club’s archive (which now belong to the Trust). We were just bowled over by their generous hospitality (we stayed for a lovely lunch), the wonderful views across the Tweed Valley from their elevated position, and by Gordon’s incredible memory. Since the war, he had had a new car every six months and had tried just about every make and model of car from the lousy to the luxurious in between. He seemed to remember them all. He had a Renault Espace at the time.

“There was a magnificent model of a Sutherland built ship in their entrance hall that must have been six feet long, and I remember their house had the bedrooms on the ground floor with living space above to maximise the view. Their extensive garden was in about four terraced levels leading down to the river, with manicured and striped lawns at each level and stone steps between. I recall commenting that it must have been tough for their gardener to move the mower between levels. Gordon said he had a mower tucked away in a shed at each level, and did the grass himself. Amazing man...”

In early 1972 Sir David Brown was advised that his industrial empire could no longer support the losses which Aston Martin had accrued. A property specialist, Company Developments Ltd, took over Aston Martin’s shares for a nominal £100, and its trading debts of £450,000 to £500,000 were acquired for £1. This was the end of the classic “DB” line, which stood for Sir David’s initials, and which had run from “DB1” to “DB9” and beyond to “DB6” and “DBSV8” although the cars continued as a revised “AM” line. Various other companies and syndicates have contin-

ued to “invest” in Aston Martin, and because of (or despite their) efforts, the cars continue to provide enjoyment to their enthusiastic owners, despite the company’s fluctuating fortunes. Certainly their current cars are formidable rivals to Bentley.

When the author Ian Fleming selected Aston Martins to succeed Bentleys for his fictional hero James Bond, Aston Martin received a boost, but there is another twist to the story. Fleming was born in 1908, and when very young attended Brooklands Track in Surrey, where the performance and presence of Zborowski’s and his contemporaries’ racing cars inspired him. In 1962 he wrote a story for his young son, entitled “Chitty Chitty Bang Bang” and in 1968 a musical film was made. William Boddy, then the editor of *Motor Sport*, made sniffy comments about the unsuitability of the name for a children’s story, and in *The Chitty Bang Bangs* he wrote for Profile Publications (Leatherhead, Surrey, 1967) he wrote “The name, generally excused as denoting the noise made by the engine as it idled over, but in reality based on the theme of a lewd war-time song, was a joke entirely in keeping with the mercurial temperament of the car’s owner...”

Recently, Claude Hill’s and Gordon Sutherland’s “Atom” appeared at auction by Bonhams. As we go to press, this beautiful little car is still available. Bonhams have been a great help in making their images and information available to us, and we also acknowledge the article “Aston Martin Atom” which appeared in *The Automobile* in July 2014; correspondence with Jim Whyman; various articles gathered in “Aston Martin: Britain’s most colourful sports car” in *Autocar Special*, 1976; William Boddy’s *The Chitty Bang Bangs* (Profile Publications, Leatherhead, Surrey, 1967); Austin Harris of LAT Photo Archive, for permission to print the image of Clive Gallop and his Aston Martin in the 1922 French Grand Prix; Will Morrison’s writing in Bentley Drivers Club “Review” 289 of October 2013; and John King for the photographs he took at Prescott Hill-climb last year as Aston Martin celebrated their centenary.

## “Rolling With the Governor” from the “Remember When” Column in “The Daily Telegraph” Sydney 6 August 2014, by Don Armitstead



David Neely provided this photograph of The Governor’s Phantom V, which was taken by Judith Merlin at Port Macquarie in October 1968, when Sir Roden Cutler, VC, AK, KCMG, KCVO, CBE, KStJ (1916-2002) was Governor of New South Wales.

I started out as a scientific instrument maker, that was my trade, but when that job became obsolete I decided to become a truck driver. I was driving trucks for Monier up until 1961 when I got a job as a government driver. One of the jobs I did was to drive the immigrants coming in off the ships and later I spent four or five years as a driver for the premier Jack Renshaw.

In 1977 I became part of the Premier’s Department and spent several years as a driver for the NSW Governor. I was there to drive Sir Roden Cutler, Sir James Rowland and Sir David Martin.

The first car I drove in the job was a grey Rolls-Royce Phantom. I thought it would be better than it was. I thought I

was coming to drive a car that I didn’t have to worry about, but I was wrong.

It was a very hard car to drive, and the brakes weren’t good. When the Queen was here I chased police cars in the Rolls, getting up to over 100 km/h, but I had to warn the police to get out of my way if we needed to stop suddenly.

At that time there weren’t many Rolls-Royces like it in Australia. I think it was actually designed to drive in the English countryside with a police car in front and another car following behind.

It was OK on the open road, it could go pretty fast, but stopping was the hard part. We did a lot of miles in that car, it had been to places like Bourke and Walgett. Whenever the governor would fly we would drive the car out to meet his plane.

The governor travelled with a large retinue and if you have ever seen the jump seats in a Rolls they aren’t really seats, they’re more like stools. The blue Rolls that came after was a bit better, but not much. These cars are not really designed to carry people and luggage. If we went anywhere far away I had to carry my extra clothes in plastic bags under the seats.

The job involved long hours, on call 24 hours seven days a week. A lot of time was spent cleaning the cars. Like any job it had its good and bad points. It wasn’t hard to do when you like what you’re doing.

David Neely adds: “It is 1965 Phantom V, 5VD81, delivered new to Australia for Penfolds Wines Pty Ltd. I understand Mrs Penfold-Hyland refused to accept delivery from York Motors and the car sat in their Williams Street, Sydney, showrooms for about a year. My father, Ray Neely, told the story of a RROCA Club member standing outside the showroom looking at the car one evening. Beside him was a tall man who commented along the lines of ‘I must get the people to buy this for me.’ It was not until the gentleman walked off with a distinct limp that the Club member realised it was Sir Roden Cutler, the NSW Governor.”



*Wraith in what looks like the sort of setting which would bring out its strong points; was this was photographed here? Neil D'Arcy-Brain encountered similar conditions as he drove Wraith back to Auckland after its appearance at the Dunedin Motor Show in September.*

Rolls-Royce Motor Cars have announced the successful completion of the company's recent recruitment campaign for 100 new permanent jobs. The news was celebrated at a special event attended by the new recruits at the Home of Rolls-Royce at Goodwood, West Sussex, hosted by Torsten Müller-Ötvös, Chief Executive Officer and Frank Ludwig, Director of Manufacturing.

The campaign was launched in January following the company's announcement of record sales for 2013. The new jobs are in the manufacturing areas and the successful recruits are, primarily, agency workers moving to permanent roles. More than 1,500 people are now employed on site.

Recently the company announced that a new Technology and Logistics Centre will be built at Bognor Regis, close to Goodwood. The new 30,000 square metre centre will consolidate a number of current technical and logistics functions and allow for future expansion. Around 200 people will be employed at the Centre, with a number of new roles created in addition to those transferred from existing logistics functions, and is planned to be fully operational early in 2016.

In Britain this year a documentary about the Rolls-Royce Motor Cars brand was shown on Channel 4 television, and the Company has decided to launch a series of free exhibitions, to be called 'Inside Rolls-Royce,' and the first of these opened in London on Thursday 13 November at Saatchi Gallery on London's King's Road, where it was open for four days, before touring visiting major cities around the world throughout 2015.

'Inside Rolls-Royce' shows a multi-sensory journey through the marque's engineering, design and craftsmanship, providing an insight into the lengths required to create the Rolls-Royce car.

"The huge response to the Channel 4 documentary reminded us of the love people from all walks of life have for this standard-bearer of British excellence, and bears testament to the successful renaissance of Rolls-Royce over the last 11 years," commented Torsten Müller-Ötvös, Chief Executive Officer, Rolls-Royce Motor Cars. "It is only right that we give those people who support us free access to this great brand, and that this journey around the world begins in London, this most international of cities and the spiritual home of Rolls-Royce."

Each of the nine rooms at Saatchi Gallery will focus on one key aspect in the creation of a Rolls-Royce car. The first room brings Rolls-Royce's palette of 44,000 paint colours to life through an innovative digital display. Visitors can select an item of their choice, place it onto the colour activation table and watch as the room changes hue to match. They can then step into one of two paint pods each telling the story of the way Rolls-Royce creates paint.

Other rooms include a flying sculpture evoking a hallmark

Rolls-Royce feature; Rolls-Royce Wraith's role in Forza Motorsport 5, with the opportunity to configure a dream Wraith, then race against friends or compete for the best lap time on touch screens; the personal touch of the people who bring each Rolls-Royce into existence, with expert craftspeople from Rolls-Royce in Goodwood, who demonstrate and explain their particular skills over the course of the exhibition; the beauty of the natural wood from all over the world which is used in the interior of a Rolls-Royce, with visitors being encouraged to feel the walnut burls, each weighing more than 100kg, which will illustrate the craftsmanship and various stages of the process in which the natural wood is incorporated, and also to engage with a multi-sensory screen, allowing them to create their own patterns and learn of the technique of 'book-matching'.

The end result is of course the Wraith, there on display for visitors' close viewing.



*The hundred new employees outside the Goodwood factory*



With the trading results from the first nine months of 2014 known, Bentley's aim to have a record breaking year will be achieved. Global deliveries increased by 19%, to 7,786 cars, up from 6,516 cars in the same period last year.

Bentley's four key regions, Americas, China, Europe including the UK, and Middle East all had growth. The Americas retained its position as Bentley's number one market, with 2,107 cars, 4% up on the first nine months of 2013. The Chinese market was less than buoyant market, but 1,959 cars were delivered in the first nine months of 2014, against 1,264 cars in 2013. The German market helped Europe to post a sales increase of 7% of 1,155 cars delivered, in comparison to 1,081 cars in 2013. British deliveries also increased, by 5%, rising from 1,055 cars in 2013, to 1,113 cars.

Significant sales growth in the Middle East continued, a 21% improvement on 2013 (596 cars), with 720 cars delivered. Deliveries in the Middle East have now more than doubled in the past three years.

The Asia Pacific region was also strong, with 468 cars delivered, a 49% rise on the 2013 figure of 315 cars, and in Japan, 207 cars were delivered, a 46% growth on 2013.

2013 was Bentley's previous record year, posting the highest delivery, turnover and profit figures in the company's 95-year history.

Bentley Motorsport had a successful debut season for the new Continental GT3. As it completed the five rounds of the Blancpain Endurance Series in Europe, and the second half of the Pirelli World Challenge in the U.S.A. in preparation for a full series next year, the Continental GT3 scored three victories on two continents and finished a championship in second place.

At Monza, where the Continental GT3 had its first competition outing, the cars finished 6th and 8th, and the Bentley team left Italy satisfied, but with a list of areas on which to work. These improvements were demonstrated at the second round, at Silverstone. With works-supported Bentleys starting their first race in Britain in 84 years, it was clear that the team's hard work to improve the setup of the Continental GT3, and the speed and efficiency of their pit stops, was paying off. After a three hour battle, Steven Kane took the chequered flag in car number 7, on only its second full competition race. This was Bentley's first race victory since they dominated the 24 Hours of Le Mans in 2003.

At the next event, the evening race at Paul Ricard, the number 7 Continental GT3 scored its second victory in a row, and M-Sport Bentley left France sitting at the top of both Drivers and Teams Endurance Pro Championships.

At Spa-Francorchamps in Belgium in July, the team faced the Continental GT3's toughest test yet, the Spa 24 Hours. While

the cars showed good pace in practice and qualifying, they had bad luck during the opening two hours. The number 8 car suffered suspension damage after being hit by a competitor, while car number 7 sustained damage to a brake line after running over debris from incidents between other cars. After repairs to both cars, the fight back through the order began from 55<sup>th</sup> and 50<sup>th</sup> positions respectively, and by the end of the race both cars had climbed to finish in the top 20, with one car 9th in class, to score championship points. The other car also finished strongly, proving the durability of the racer and once again contributing vital data and experience to the team effort.

In North America, Dyson Racing Team Bentley took delivery of the first of two Continental GT3s. Using the second half of the Pirelli World Challenge series to prepare both team and car for 2015, Bentley Boy Butch Leitzinger scored 6th in the team's first race at Road America. Now with a second car, for Guy Smith, the Dyson Team scored well at Somona in August, and at Miller Motorsports Park in Utah, Smith won the 50-minute sprint race, and Leitzinger came 3rd. This was Bentley's first win ever outside Europe, and will help their 2015 campaign in America.

Bentley finished the Endurance season with the iRacing.com Nürburgring 1000 km, in bad weather for the first four hours, but as the track dried, both Bentleys made progress through the field as other competitors faltered, and when the race finished, Guy Smith, Andy Meyrick and Steven Kane finished as runners-up in the Pro Endurance Drivers Championship, while Bentley secured second place in the Teams Championship.

Bentley's Member of the Board for Engineering, Rolf Frech, commented:

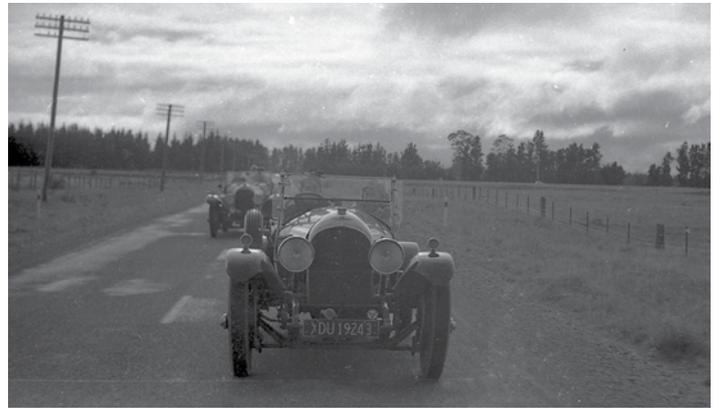
"2014 has been a very good debut season for us. Bentley belongs in motorsport, and from the start of our programme two years ago, we knew the Continental GT had potential as a racer. That promise has been realised both in Europe and America this year, and in 2015 we look forward to racing on four Continents as customer teams start competing in the Middle East and Asia, and we have customer cars competing as far afield as China and New Zealand before Christmas. I'm proud of our programme and our victories, and we're all looking forward to the new competitions that next year will bring."

Bentley Motorsport's complete 2015 schedule will be announced in January. Meanwhile, Bentley's short documentary film of the team's TOTAL 24 Hours of Spa race weekend is now available online at [www.youtube.com/BentleyMotors](http://www.youtube.com/BentleyMotors) and downloadable at [www.bentleymedia.com](http://www.bentleymedia.com).

We hear that the Continental GT3 will compete at the racing circuit at Cromwell.



Our 14-4 had Ramon Farmer's account of The Vintage Car Club of New Zealand's Irishman Creek Rally. Here are John King's images taken forty-five years ago, during the 1969 event. (Above) A group of Bentleys has gathered outside Arundel General Store for the first pie stop. They are joined by Warner Mauger's 23/60 Vauxhall, now owned by George Calder. (Below) Gavin Bain in 728, followed by Bob Beardsley in SL306 and Geoff Owen in 1215

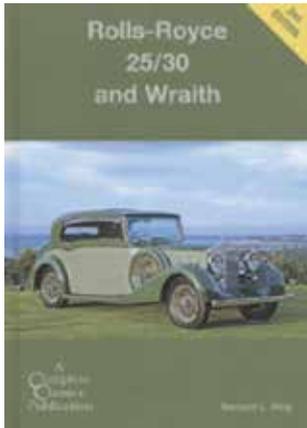


Our 14-5 had John Ferguson's article about "Emily" and this image came from the collection of Alf Peene, Mrs Elgar's chauffeur. It shows "Emily," GUL52 with its American near-contemporaries Ford V8, Chevrolet and Chrysler. There is no clue as to when or where it was taken.

## Book Reviews by Sabu Advani and Tom King with acknowledgements to "The Flying Lady" and [www.SpeedReaders.com](http://www.SpeedReaders.com)

**The Rolls-Royce 25/30 & Wraith, 2nd ed.** by Bernard L. King  
Complete Classics

[rrab@completeclassics.co.uk](mailto:rrab@completeclassics.co.uk) 2014.P.O. Box 1017, Wheedon,  
Northants., NN7 4UY, UK, 288 p.,  
illustrations, hardcover.



ISBN 978-0-9565671-0-9. Club  
store item 4195. \$US49.50/£27.

Usually when a revision comes out, it's time to retire older editions. Not this time! No, not because there's something wrong with the new one but because (a) the first/earlier editions of any "Complete Classics" fetch considerable, and rising, prices and (b) the meat of these books, i.e. the photos are completely different in this edition.

In most cases this means that a chassis shown in the earlier book is now omitted in favour of a chassis not previously illustrated, and in some cases the same chassis may be

illustrated but now with a newer or possibly even current photo which is especially relevant in the case of second or subsequent bodies.

Considering that both these models have a survival rate of 80% and better and also because both models, certainly in the past, have been used with possibly less fastidiousness than their larger, more opulent siblings it is entirely to be expected that worn-out coachwork needed replacement over the decades. King, however, is quick to remind the purist that while rebodied cars may often not be elegant, "one cannot but marvel at the fortitude of the mostly amateur builders and in the majority of cases, the replacement body has been in use for a longer period than the original."

Even in the category of original period photos there are many new visuals here, thanks to trawling through Lawrie Dalton's collection (now at the SHRMF) of ex-Jack Barclay promo photos.

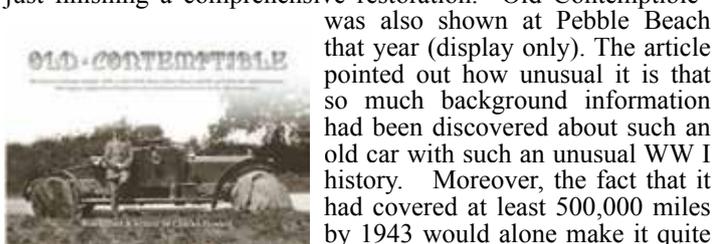
On the text side changes are only detectable when reading both editions side by side (down to such minutia as a new value for spark plug gap). Obviously descriptions of individual chassis, especially in regards to ownership, show or restoration history, have benefited from information come to light only after the first edition had been in circulation for a while. Some text has been tightened or dropped altogether, presumably for reasons of space. The new book is about 30 pages longer, mostly due to additional photos. Quite a bit of tweaking is observable in section 1.1b "Wraith Development and Experimental Cars" and completely new is a section on coachwork terms as well as a list of cars in movies/TV shows.

If you do have the 1998 edition and used it as vigorously as intended, you probably grumbled about the flimsy soft-cover that the first three books in this series had. The new edition has a proper hardcover, is printed on the same glossy coated paper throughout, and tabular material is easier on the eye than before. Next up are CC7 R-R 20 hp (which at last completes the survey of the small-horsepower range) and CC12 Bentley Continentals including the R, S1, S2, S3 and the more modern Conti R, S, T and SC.

**Old Contemptible** by Charles HowardPiston Power Press, 2014.  
46 p., b/w & color photos, hardcover.

ISBN 978-09930085 1 1. \$US40, from Amazon or [card.](http://card.)  
[howard@btconnect.com](mailto:howard@btconnect.com)

In FL12-3 we presented 1912 Ghost 2095, then 100 years old and just finishing a comprehensive restoration. "Old Contemptible"



was also shown at Pebble Beach that year (display only). The article pointed out how unusual it is that so much background information had been discovered about such an old car with such an unusual WW I history. Moreover, the fact that it had covered at least 500,000 miles by 1943 would alone make it quite

special.

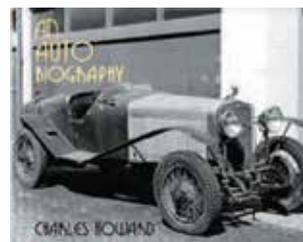
All that information, accompanied by many period photos, was supposed to have been turned into a booklet meant to remain with the car so that the information would never become separated from it again. This is that booklet, except that now it is properly printed and available to anyone. Compiled by the present owner, Gloucestershire car dealer extraordinaire Charles Howard, the booklet vividly records 2095's ownership history and war use along with a few pages dealing with his acquisition of the car, the restoration, and the people involved in it.

While some might decry such a publication as a vanity project, or motivated by a desire to increase the car's market value (Howard is in his mid-seventies and the back cover, in fact, already refers to him as the "former" owner), it is clear if you know him or read his AUTObiography (see following review) that old cars are a living thing for him and that the enjoyment to be derived from them is in no meaningful way related to their price. Both the restoration and the publishing effort are clearly driven by a proper appreciation of this car's place in history. \$US125 incl. p+p SA

**An AUTObiography** by Charles HowardPiston Power Press,  
2014. 420 p., many b/w photos, hardcover.

ISBN 978-0993008504. \$140 from Amazon or [card.](http://card.)  
[howard@btconnect.com](mailto:howard@btconnect.com)

After some 65 years of "loving cars" Charles Howard, now 77, figures he has a thing or two to tell the world—about cars in particular and life in general.



Quite a number of readers will have the name of this UK vintage-car dealer (and club member) in their Rolodex. Even if you don't, if you spend any time around classic cars you'll recognize many of the names that make an appearance here, from Keller, Hugh to Keller, Arturo and up and down the alphabet. And if "Coys of Kensington" rings a bell, realize that it was Howard who once

owned that firm's name and premises and turned it from a repair shop/filling station into a classic car dealer which would later, under different ownership, grow into the car auction and consignment house it is today. Hundreds of cars and millions of dollars have passed through his hands over the decades and it is amusing to think that if, back in his teens, his school hadn't asked him to please not return because he was too "disruptive," his life would surely have unfolded differently. Even the car-dealing was not some grand master plan for life but born of the realization that he couldn't possibly own all the cars he lusted after without selling some. The name he has for this predicament—"swapitis"—is as indicative of his sense of humour as his self-awareness, and it is important to accept this book on those terms lest it be seen as mere grandstanding or name-dropping. Consider, for instance, that some of the cars that are today recognised as cream of the crop collectibles—the Embiricos Bentley B27LE, the "Corgi Toys" Silver Ghost #1907, the Constance Bennett P II 69WJ, the Gasque P I 76TC to name only a few from our world—were once his, not as dealer stock but cars he bought for himself to drive and enjoy and only sold when swapitis kicked in.

That he can talk about these nowadays astronomically valuable cars without regretting the relatively paltry amounts he paid and was paid for them (£26,000 for the Embiricos car in the 1970s as an example) is truly a lesson in having one's priorities straight. For Howard, it is all about using the cars, and with abandon—be it on a rally or as a daily driver, not as a museum piece or trailer queen and certainly not as a dead investment—and enjoying life, friends, and opportunities.

Even at almost 400 pages, the book is by no means a seamless blow-by-blow account of everything he ever drove or owned or traded. A few cars are included in his account simply because he thinks highly of them, others are not mentioned at all or only in passing. Little is said, for instance, about R Type Continentals even though it was Howard who recognised earlier than most their desirability. (But his conviction that based on rarity and build quality they should rank higher than the contemporary Gullwing Mercedes is not—yet—reflected in the marketplace.)

Car folk will appreciate the fact that Howard provides chassis numbers (which are also listed in the index) for most cars of most marques. On the photo front the book is interesting too because Howard is very partial to un-restored cars; on the downside the photos are usually not dated nor can a date always be inferred from the accompanying text.

So often when one encounters someone who has done something unusual or noteworthy one wishes they'd write a book about it. Howard is to be commended for actually doing it! This book has been in the making since at least 2006 and, being self-published, some minor errors have proven difficult to eradicate in the real world of budgets and schedules.

Publishing a book is a monumental task even under the most ideal of conditions, but what he has gone to the trouble of recording here is of actual service to people who concern themselves with the histories of specific cars.

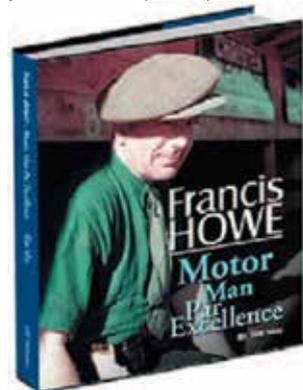
SA

### Francis Howe, Motor Racing Man Par Excellence

by Tim May with Adam Ferrington GMS Publications, 2014.  
220 p., 200+ mostly b/w illustrations, hardcover. ISBN  
9780992868000. £65

In Bentley Boy history proper, the name Howe is usually a mere footnote, but the "Gentleman Racer" looms large, very large indeed, in the history of British motorsports—not least as a competent adversary to Bentley, and thus our readers should be aware of this excellent biography.

His one Bentley drive was with Bernard Rubin in KM3077/YV7263 at Le Mans in 1929 but the car failed to finish. Two years later, Howe would win partnered with Sir Henry Birkin on an Alfa—not bad for a man who didn't take up racing until he was 44! So, connections to the Bentley world abound and the photos alone, many of which never before published, add much to our understanding of the time.



As a landed aristocrat Earl Howe, Viscount Curzon, was active in politics and here too he made a significant contribution to the cause of the automobile. While the book touches upon all aspects of the man's background and life, the focus is firmly on his activities as a racing driver and, concurrently, as a motor racing administrator.

Non-UK readers may gain a whole new appreciation for what it means to come from a background of noblesse oblige.

SA

### Motors Finest Rolls-Royce and Bentley from the Seeger

Collection by Peter Müller Benteli Verlag, 2014. 360 p., 355+ colour photos, hardcover. ISBN 978-3716517383. \$195

Take a look at p. 190 in the latest D&R and you'll see the 18 Rolls-Royces and 9 Bentleys that constitute the collection of Norbert Seeger in Liechtenstein.

A fine collection it is, as much for what it contains as what it doesn't because it is curated, edited with uncommon focus and intent. Seeger knows exactly what he wants and why and so he can say what few collectors can: his collection is complete. This is all the more remarkable considering that he only started developing an interest in these marques after a chance encounter of a Silver Cloud in the early 1990s.

A book seems an obvious next step for a collection that's complete. Another reason for limiting himself to 27 cars is that Seeger subscribes to the notion that automobiles ought to be kept mobile—and there are only so many cars you can keep on the road!

Covering all eras and most models, his collection includes one-off rarities and standard steel cars. The Nethercutt Collection used to claim the distinction of owning one of all six series of Phantoms, but Seeger does too and goes one better: he has a 2008 Goodwood Phantom.

The book is aimed at enthusiasts, specifically members of the marque clubs. Even so, the writing and presentation, and especially the exceptionally well staged photos, are such that a novice would quickly gain an appreciation for something that clearly bestirred Seeger: that these marques represent singular achievements, are objects of art, that they have transcended being mere transportation but are, in fact, a philosophy.



It is also clear that everyone involved in this very pretty and well-made book was enthused about it, took their time, and really nurtured it along (not least growing it from 280 to 360 pages)—and still there are mistakes, large and small. One must not belabour this, except to say that when "perfection" is the—repeatedly—stated goal,

molehills do become elephants.

Each car is introduced with a few paragraphs and accompanied by a large number of extensively captioned all-new photos ranging from detailed close-ups to extraordinarily well composed shots of cars and scenery. They are the book's primary distinction and you'd never know they're taken by four different people! Specs (and awards won) for each car are listed at the back of the book; the last entry "model/ quantity" is ambiguous as it sometimes pertains to the number of models built (P IV = 18) and sometimes, presumably, the coachwork (P III = 1 makes no sense otherwise). SA

### LAGONDA – A HISTORY OF THE MARQUE

By Arnold Davey and Anthony W. May

David & Charles (Publishers) Limited  
Brunel House, Newton Abbot, Devon, England  
First published 1978, second impression 1983  
Hard-bound 16 cm by 24 cm, 497 pages  
20 black-and-white illustrations  
ISBN 0-7153-7695-0

Available through Abe Books and Amazon at varying prices Any British car manufacturer which survived into the modern era, yet is named for a small river on the outskirts of Springfield, Ohio, in turn a French corruption of the original Shawnee American Indian tribal *Ough Ohonda*, describing the tortuous course of the river as resembling buck's horns, must be at least interesting, and very possibly quirky. That nature of the Lagonda Company is perpetuated in Davey's and May's book, and this reviewer can still recall delightful passages from the copy borrowed from the library over 30 years ago.

Wilbur Gunn was born in 1859, the son of a Methodist minister, and after an apprenticeship with the Singer Sewing Machine Company he abandoned his wife and daughter in Springfield for a life in England which seems to have involved engineering and singing, in equal measures. By 1899 he had established an engineering business at Staines in Surrey, re-married, and lived comfortably in the house his wife owned.

In the glasshouse there he started to build engines, which he attached to bicycles, and from this he expanded into building motorcycles and tri-cars, as well as commercial vehicles, using his own and other manufacturers' engines, in sheds which gradually took over more and more of the lawn. By 1907 Gunn and his staff were building cars with twin-cylinder engines, followed by 4-cylinder engines built by Coventry-Simplex, while Gunn continued his active competition career on and in his products.

Possibly because of his expatriate background, Gunn had in mind the potentially lucrative Russian market, and competed in the 2,000 mile St Petersburg Trial, which finished its tortuous run through provincial towns at Moscow after daily runs of about 200 miles, with accommodation in an accompanying train. Gunn accepted the challenge to return the 400 miles to St Petersburg in one day, which would separate many competitors' equal results, and this he achieved in 12 hours to win a gold medal, as well as a certificate presented by the Tsar to Wilbur Gunn. An agent in Russia was appointed, and a thriving export trade lasted until the Great War. During that war Lagondas made armaments, and Gunn worked so hard that he died soon after the war ended, but by that time the Lagonda light cars, with an early form of unified chassis and body, were well established.

Always of high quality, Lagondas moved gradually "up" the scale, so that by 1935 they had offered a confusing array of models, won the 24 Hour Race at Le Mans, and been placed in receivership.

Arnold Davey wrote the pre-Second World War portion

of the book, and most pages induce a smile or even a laugh; is there another one-make car history book which has done that? Quotes at random (page 118) "There survives from ... 1924 a spare parts list for the 12/24... It was clearly expected that the majority of orders for parts would be sent by telegram and to this end every part, down to the simplest washer, was given an telegraphic code name, from five to ten letters, of which the first three or four refer to the major component... Thus it would clearly be cheaper when telegraphing for a part to refer to 'Oilepuce' rather than its full name of 'Outside oil pipe to crankcase and overhead motion... The frivolous-minded, like the author, can invent unlikely but possible messages that could have reached 'Lagondy, Hammer, London' from the outposts of the Empire. How about: 'Send Tilley Sundey Garlic Passion Car 4000'. 'Tilley' was the code word for the steering column inside tube, 'Sundey' was the under-shield for a coupé, 'Garlic' a gearbox selector-rod sleeve (top to second) and 'Passion' meant the requested goods were to be sent by train and would be collected." And from page 320 "There was a customer who had his 4½ stippled all over with roses and another who had a flight of ducks appliquéd to the sides of the car with the beaks of the foremost ducks forming forward extensions of the windscreen pillars. He also had a chauffeur who doubled as a bodyguard and I am not surprised."

The post-war history of Lagonda is covered by Anthony W. May. Re-introduction of the pre-war models was not possible because the jigs had been destroyed, and Bentley seems to have had a good idea of what would be practicable in a new car, which he and his team worked upon during 1944, so that it was able to be described in *The Autocar* in September 1945. Its 2.6 litre six cylinder engine had twin overhead camshafts, and the publicity attracted many orders for this innovative new car, but after the new Labour Government introduced a tightly controlled quota of raw materials, sufficient only to build 100 cars, the body build-

ers Briggs declined to commit to this uneconomic figure. The industrialist David Brown, who had just bought the Aston Martin Company, bought the assets of Lagondas in 1947, these including the name, drawings, records of development work, spare parts stocks, and the three prototype Lagonda LB6s. The site at Staines was not included, and Lagonda joined Aston Martin at Feltham, Middlesex. W.O. Bentley elected to not make the move, and established a design consultancy at Weybridge, Surrey. His last great design, that Lagonda engine, powered the next few generations of Aston Martins and Lagondas, and he could see his legacy carried on to the V8 engines subsequently built. Lagondas have been built in small numbers in recent years, but since the Aston Martins intend to put the Lagonda badge on the next generation of four-door saloons, we may look forward to another era when Lagondas will again provide a competitor to Bentleys.

*Lagonda – a History of the Marque* was written long enough ago that first-hand accounts were available, and research for it had been proceeding since 1951, when the Lagonda Club was re-organised to merge two pre-War organisations. It is of course a product of its time, with few illustrations, and none in colour. The paper is of good quality, and, unlike many old books, which are redolent of elderly cats, it has lasted well, being strongly bound. It was expensive when new, explaining your reviewer's library copy in the early 1980s. Published now, there would probably be many pretty pictures, weak binding, and typographical errors.

Herridge & Sons Ltd have published two books written by Arnold Davey; on the Lagonda 2, 3 and 3½ litre cars, and on the 4½ litre six-cylinder and V12s. If readers have those books, reviews would be welcome.

If you are able to find a copy at a reasonable price, you will not be disappointed. My copy came from a specialist book shop in San Diego, and cost \$US25.

ATK

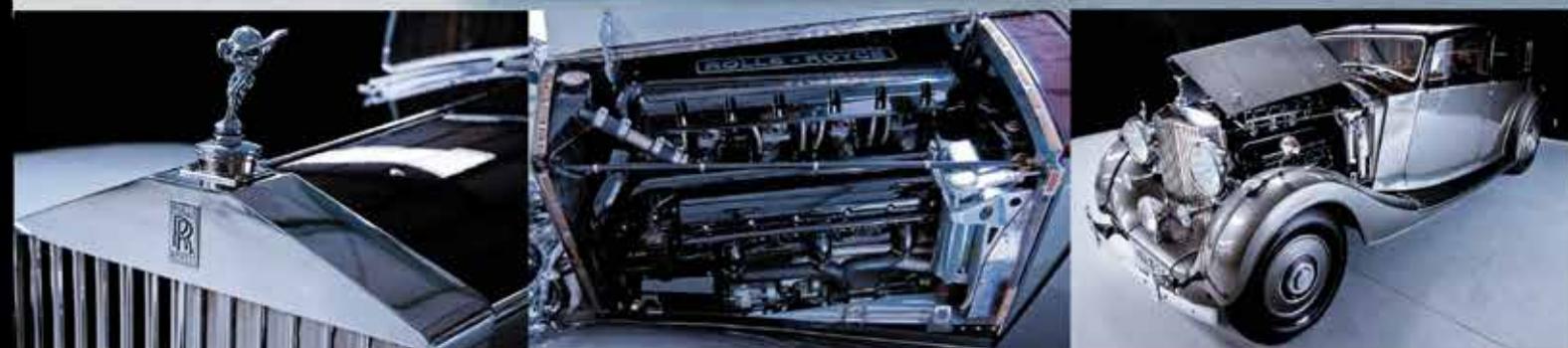


During Easter 1961, long before the Haast Pass road was officially opened, these four cars and their crews (from left) Mr and Mrs Peter Pinckney in Rolls-Royce 40/50 hp 14KG; Mr and Mrs Ian McKellar in the first production M45 Lagonda built; Mr and Mrs Michael Haggitt in 3 litre Bentley 1063; and Mr and Mrs Willis Brown in 4½ litre Bentley HF3198. Willis Brown's wonderful photograph of these people, mostly gone now; the cars, mostly gone abroad now, with the happy exception of 14KG, which appears on page 7 of this issue. Where was this sign?



B E A C H A M

JAGUAR | ROLLS ROYCE | ASTON MARTIN | BENTLEY



Full or part restoration services undertaken to the highest standard  
Full trimming facilities and painting on site

**HAWKES BAY**

1424 MARAEKAKAHO ROAD, HAWKES BAY  
(06) 878 2997 | 027 449 9860  
alex@beacham-jaguar.co.nz

**BEACHAM.CO.NZ**

New Zealand's leading Independent Dealer  
for Jaguar and Land Rover Vehicles

**AUCKLAND**

930 GREAT SOUTH ROAD, PENROSE  
(09) 526 5421 | 027 816 8004  
sales@beacham-jaguar.co.nz

# Quick, Smart & Friendly

# H&A - PRINT -



See our team at 7 Purnell St e: info@haprint.com p: 06 345 3145 w: www.haprint.com



## MAJESTIC MOTORS LTD R.M.V.T

www.majesticmotors.co.nz    ian@majesticmotors.co.nz  
 341 Queen Street Masterton  
 06 370 4614    0274 752 713

Trade in and competitive finance available. We have top quality vehicles from luxury downwards.



1990 Bentley Turbo R  
 Performance & Prestige at  
 an affordable price



1980  
 Rolls-Royce Corniche  
 Convertible



1998 Bentley Azure  
 Convertible, The best  
 open top motorcar



1968 Rolls-Royce Silver Shadow  
 Very Tidy Car. Also. 1973 Rolls-  
 Royce Silver Shadow



1990 Rolls Royce Silver Spur II  
 6750cc V8, with 3 Speed auto and  
 cream leather Interior, Picnic  
 Tables, extra leg room, being 4"  
 longer than the Silver Spirit.

Arriving Soon  
 1993 Bentley Brooklands, Dark Blue, 6750cc v8,  
 Floor shift 4 speed auto.  
 1990 Rolls Royce Silver Spur II in Dark Blue.



2004 Rolls Royce Phantom, 6 Speed Auto, 6750cc  
 V12, foot rests, umbrella's in rear doors, Height  
 adjustment, parking control system, remote close  
 on rear doors, flying lady disappears on locking  
 car & much more



# GHOST

## SERIES II

Dramatic, yet graceful. Effortlessly simple, with cutting-edge technology.  
Ghost Series II forges a silent path of serenity through an ever-changing world.  
No ordinary power. Experience it for yourself.



Rolls-Royce Motor Cars Auckland  
11 Great South Road, PO Box 9718, Newmarket, Auckland  
Contact Neil D'Arcy-Brain +64 21 734 001 | Telephone +64 9 969 3351 | Fax +64 9 969 3354  
[www.rolls-roycemotorcars-auckland.co.nz](http://www.rolls-roycemotorcars-auckland.co.nz)

© Copyright Rolls-Royce Motor Cars Limited 2013. The Rolls-Royce name and logo are registered trademarks.

## You can trust Autovia with your pride and joy...

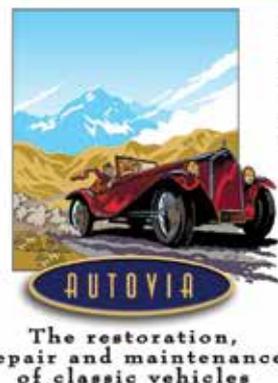


Entrust your pride and joy to the people who take great pride and joy in their work...

*At Autovia, our staff, management and directors all have a lifelong interest in classic vehicles, including Rolls Royce and Bentley, so we can assist with all your maintenance and repair needs.*

*And our passion for classics means your project will always be more than just a job to us.*

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



Type: Hampshire English, Nov 2005 - 4008

66 Cresswell Avenue, Dallington, Christchurch • Phone 03 385 9050 • Fax 03 385 9050 • Email [info@autovia.co.nz](mailto:info@autovia.co.nz) • [www.autovia.co.nz](http://www.autovia.co.nz)

### COLGRAY MOTORS

### Rolls Royce & Bentley Specialists



**9B Beatrice Tinsley Crescent, Albany, Auckland**  
**phone/fax: 09 414 1971 mob: 021 643 030 a/h: 09 444 3030**

We specialise in the maintenance and care of Rolls-Royce and Bentley Motor Cars: servicing, repairs, overhauls and full restoration of Rolls-Royce and Bentley motor vehicles. Our Albany, North Shore workshop is fully equipped to carry out all mechanical, hydraulic, fault finding and electrical work. Restoration work can be carried out on all exterior and interior surfaces and leather work. Our experienced staff will work on your vehicle with meticulous care and attention to detail.

New & Secondhand Rolls-Royce and Bentley Parts • Motor Car Sales • Stockists of AutoGlym Car Care Products

*Customers & Visitors are always welcome. Friendly Advice Available.*

[colin@colgray.com](mailto:colin@colgray.com)

[www.colgray.com](http://www.colgray.com)



## SHADOW PARTS NZ

SUPPLIERS OF GENUINE ROLLS-ROYCE AND BENTLEY PARTS, BOOKS, MAGAZINES AND BROCHURES



**We offer the following parts for sale.**

**All items are new unused old stock unless otherwise stated.**

### ROLLS-ROYCE & BENTLEY IN THE LAND OF THE SILVER FERN

The first seventy years in NEW ZEALAND by ROY TILLEY AND KEN WHITE

This book outlines the fate and fortunes of the cars from completing their initial stately lives, only to be re-bodied and used by later generations. Many eventually succumbed to being converted for such use as taxis, hire cars, farm utility vehicles or hearses. Others were dismembered for use as tow trucks and saw benches, or to use their frames as bridges over ditches, while still more served in two World Wars as armoured cars, staff cars or ambulances.

With this magazine you should find a pre-publication order form. If however it has gone missing, please place your order by contacting Roy Tilley at the address below enclosing a cheque for \$NZ200.00 to arrive before 15 September 2014.

The anticipated total price of this book will be around \$350 per copy plus freight and gst.

You will be advised of the actual amount owing, for immediate payment and before despatch, which is expected to be in September 2014.

Alternatively payment by Paypal or by online credit to BNZ Lower Hutt account R & L Tilley, 020610.0049258.003 will be acceptable

**Call me any time from 7.00 am to 11.00 pm**  
**Roy Tilley (NZRR&BC Technical Liaison Officer)**  
**204A Waiwhetu Rd, Lower Hutt. Ph 04.566.0850. E-mail [rmt@xtra.co.nz](mailto:rmt@xtra.co.nz) [www.royscars.co.nz](http://www.royscars.co.nz)**



**BENTLEY**



For those who are driven.

**The new Flying Spur V8.**

Performance and determination have helped deliver you success. Now stay ahead with cutting edge technology in a handcrafted interior – all serenely positioned behind a 4.0 litre V8 engine that can carry you to 183 mph and propel you to 60 mph in less than five seconds.

For more information visit Bentley Auckland, Giltrap Prestige, 100 Great North Road, Grey Lynn, Auckland call 09 360 3200 or visit [www.auckland.bentleymotors.com](http://www.auckland.bentleymotors.com). #Continental #GTSpeed

**BENTLEY AUCKLAND**

# For Sale



## 1935 Bentley 3.1/2 L

Chassis No. B166FB

4 Door saloon - Coachwork by Park Ward.

Black with green upholstery and green carpets.

This Bentley has recently undergone a complete mechanical and chassis rebuild in our Workshop. This included an engine and gearbox, rear axle and brake and suspension rebuild, re-splined wheels and hubs.

The electrical system was rewired and a new exhaust system fitted.

New leather and carpets were fitted in England prior to it being imported by its Christchurch owner in 2007.

This is a unique opportunity to acquire a classic Derby Bentley in fine condition.



BENTLEY

## BRUCE MCILROY LTD

*Authorised Bentley & Rolls-Royce Heritage Dealer*

Cnr Racecourse & Alford Forest Roads, Ashburton, New Zealand - Phone/Fax 03 308 7282 - Mobile 027 223 1600  
Email: [bruce.mcilroy@xtra.co.nz](mailto:bruce.mcilroy@xtra.co.nz) - [www.bentleyservice.co.nz](http://www.bentleyservice.co.nz)

*Parts • Sales • Servicing • Repairs • Restorations*

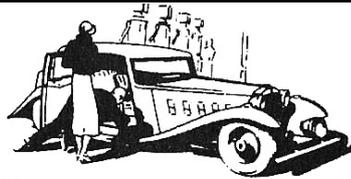
# NZ Websites Ltd

Web Design - Web Hosting - Upgrades  
E-Commerce - Search Engine Optimisation



[www.nzwebsites.co.nz](http://www.nzwebsites.co.nz)  
[bruce@nzwebsites.co.nz](mailto:bruce@nzwebsites.co.nz)

Ph/Fax 0800 080 500  
Mob 021 08 44 44 88



## The Real Car Co Ltd

THE REAL CAR COMPANY  
North Wales

Specialists in Rolls-Royce and Bentley Motorcars, 1920 to 1970s.  
Around 30 to 40 cars in stock, ranging from restoration projects to  
concours.

We are always looking to buy similar vehicles, especially pre 1950.  
Highly experienced in the Ocean Shipping of these important cars.

Web: [www.realcar.co.uk](http://www.realcar.co.uk) Phone: 0044 1248 602649

Please contact Bernie Snalam for further information.

e-mail: [bernie.s@btinternet.com](mailto:bernie.s@btinternet.com)

### CLUB CALENDAR

#### NORTHERN REGION

**ANNUAL GENERAL MEETING AND CHRISTMAS LUNCH 23 NOVEMBER** at The Hilton, Princes Wharf 147 Quay Street, 12 Noon with welcome drinks, followed by the meeting 12:30, and Lunch 1pm. The meeting will be in a separate room. Lunch, at \$55 pp, will be in the renowned Fish Restaurant. The lunch and cash bar are for your own account. Parking: if you attend in your Rolls-Royce or Bentley, parking will be free outside the hotel, and definitely self-parking. NB: please advise if you are bringing a car, and RSVP to me, [pnam@ihug.co.nz](mailto:pnam@ihug.co.nz) or 021676278.

#### CENTRAL REGION

**SUNDAY 23 NOVEMBER: CENTRAL REGION AGM** at East Pier, Ahuriri, Napier, at 10 AM. Harbour View Lodge next door is the accommodation, with 10 rooms booked for Saturday 22 November and some members choosing to stay on the Friday night.

#### SOUTHERN REGION

**SATURDAY 29 NOVEMBER: A NICE DRIVE IN THE COUNTRY** to "Winchester," home of our Chairman, Jeremy Evans, at 53 Stokes Road, Balcairn. Afternoon tea and refreshments provided by the Southern Region will be served from 4 pm, and these will be followed by our **ANNUAL GENERAL MEETING**.

We need to know if you are able to attend, so please let Tom King [the.king@xtra.co.nz](mailto:the.king@xtra.co.nz) or (03) 3398 309 or 0275 880 767

**SUNDAY 25 JANUARY: MARTIN VINCENT'S TRADITIONAL HOMESTEAD RUN.** Martin has arranged a visit to Athel and Ann Price's property near Mayfield called "Amberside," and writes: "Recently the subject of an article in *House and Garden*, it looks beautiful with old trees and lots of walks shrubs and beds. Athel and Ann are a charming Scots couple who split their time between NZ and Scotland, and they are looking forward to our 'prestigious visit.' There will be no cover charge.

"The property is at 1066 Mayfield-Klondyke Rd, which is 1.75 hrs from Christchurch via Rakaia. We could take the Highway 72 via Rakaia Gorge and Mt Somers and then return via Thompsons Track, or vice versa. We should leave outer Christchurch by 10.15 am to arrive at noon. Those who want to travel direct from Ashburton should find the property quite easily (even without GPS)."

