



THE CAPITAL LETTER

Newsletter of the Rolls-Royce Owners' Club of Australia (A.C.T. Branch) Inc.
Serving the Australian Capital Territory, Goulburn, Wagga Wagga and surrounding areas.



Branch mailing address:
PO Box 773, Mawson, A.C.T. 2607

FOR ROLLS-ROYCE AND BENTLEY ENTHUSIASTS

April / May 2015



GWE16

1934 20/25 Hooper sports saloon

The late Dr Peter Yorke



From the Branch President

The June Meeting will be our last in the Ainslie F.C. for the year, as the premises are undergoing a major refurbishment. The July Meeting will be held in conjunction with the Goulburn Run on 11th July, so we have to find a venue, or venues, in which to conduct the meeting from August onwards. I would welcome practical options by way of suggestion, from members, if possible supported with any known costs, details of parking, availability etc. The pre-meeting dinner at the A.F.C. has been enjoyable in that it gives members a chance to chat prior to the meetings. If we could find a venue that allowed this to continue, it would be very welcome. If not, we'll have to handle what comes our way.

I think that our meeting numbers are unpredictable and may exceed the capacities of members' private homes. Maybe varying the time of meetings might be a temporary option, at least for some of the months ahead. For instance, a meeting on a run to say Murrumbateman /Yass, and a meal at the pub. I'll welcome all thoughts and suggestions. Please email me on newkeadymore@beagle.com.au or phone me on 0413 582 687 if you have any suggestions.

This month was an occasion where we laid aside local runs in the hope that some of our members might attend the Tamworth Motoring History Display, but as it turned out, none of our A.C.T.-resident members were able to make the long journey north. That left a void for those who would have liked to be out and about.

In June we are going to Harden-Murrumburrah for a run, and to inspect member Phil Sproston's workshop. Phil's premises are in the street behind the old mill at Murrumburrah, and should be easy enough to find.

Details for the July run to Goulburn will be issued by email shortly to all members. Gos Cory is organising an interesting guest speaker, and while details have not been finalised on this, they will be circulated as soon as they come to hand.

Some of us have accepted the invitation from the R.R.O.C.A. (N.S.W. Branch) to join them, on what I believe is a Bentley Drivers' Club run, on 4th-5th July to the Southern Highlands, and your Secretary has circulated the details to you on this recently. Please, if attending, make sure you read the arrangements for books etc. for both days, and handle your own arrangements for this weekend, either for one or both days.

Hope to see you at the June Meeting.

Cheers,
Ian



Left: If you go shopping for an elderly Rolls-Royce or Bentley motor car at the Real Car Company in the U.K., you can usually take the car of your dreams for a run on the quiet north-west Wales country roads that abound in the area. This is the evocative over-bonnet view of 1936 Phantom III 3AZ146, doing just that!

Front Cover picture: GWE16, the 1934 20/25 h.p. Hooper sports saloon of our late member Dr Peter Yorke, whose obituary is on page 5 of this edition of The Capital Letter. Photograph from Ian Irwin.

It was very pleasant to hear from member Stephen Brown who wrote regarding the government Silver Wraith photograph on page 3 of our last edition. My question regarding the location of the photo was answered by Stephen, who in fact took the photo! It was taken in Moresby Street, Red Hill, outside the then Thai Embassy Residence, on the occasion of a visit by the King & Queen of Thailand in the early 1960s. Stephen reminded me that I had previously published his photograph some years ago when I was Editor of PRAECLARUM. Embarrassingly, I had quite forgotten! But then I was Editor for more than 20 years so could perhaps be forgiven for failing to remember everything I published.

At the recent 'Wheels' display day our Club was, in my opinion, yet again shabbily treated in the allocation of space for our extensive display. When I arrived a gate marshall attempted to send me, driving Bryce's Silver Wraith, to a remote corner of the ground well away from the other Rolls-Royce and Bentley cars that were already in place in the miniscule area we had been allocated. When I objected I was told that our Club had informed the organisers that we would "only have about four cars". In fact though, nobody in our Club would ever have said anything so patently ridiculous, particularly in view of our long and proud history of invariably putting on very impressive displays, year in, year out, for some decades. Although I say "in my opinion", others I spoke to were of a like mind, and it has been suggested that perhaps we need to be more assertive.

News has just come through that our member Bob Clarke was awarded the Sir Henry Royce Foundation Australia Trophy for 2015. This Trophy is awarded for *a very substantial and important contribution to the Rolls-Royce movement* and for *adhering to and promoting the ideals of the late Sir Henry Royce of esteemed memory*. Look out for a full report in PRAECLARUM, but in the meantime: heartiest congratulations, Bob.

Martin Bennett



Right: *The most potentially difficult part of restoring WHD101's woodwork was the glovebox lid, the whereabouts of which has been unknown since a previous owner who used the car as a taxi removed it to fit his meter. Difficult for me but not for Bryce Ronning, who simply made a new one. It wasn't merely cut out of a plank, but made up in sections designed to eliminate warping and minimise exposed end-grain. He even veneered it with matching flame-pattern walnut in a way that blends beautifully with the surrounding original veneer. A standard 'Yale' lock as found on several Rolls-Royce & Bentley models was easily obtained, but the distinctive chrome handle proved more elusive, so Bryce made an exquisite replica of that, too, which I would defy anybody to distinguish from a genuine H.J. Mulliner one!*



Branch Events Calendar

JUNE

Saturday July 20th (10.00 a.m.) Harden Workshop Day Run

Please email likely attendance to phil2025@gmail.com or phy40183@bigpond.net.au

JULY

Saturday July 11th (+ Sun 12th?) Goulburn July Monthly Meeting.

It could become an Overnight Run to possibly include an interesting Guest Speaker, with Historic Sites tour. Invitation to R.R.O.C.A. (N.S.W. Branch).

AUGUST

Sunday August 16th Monthly meeting and Library Day at Lawrie & Jane Nock's.

SEPTEMBER

Sunday TBA Lunch at Bowning Café.

OCTOBER

October 16/17th or 23/24th TBC

Manildra-Cowra Weekend Run. Cowra Motel overnight Saturday night.

Arrangements to be finalised.

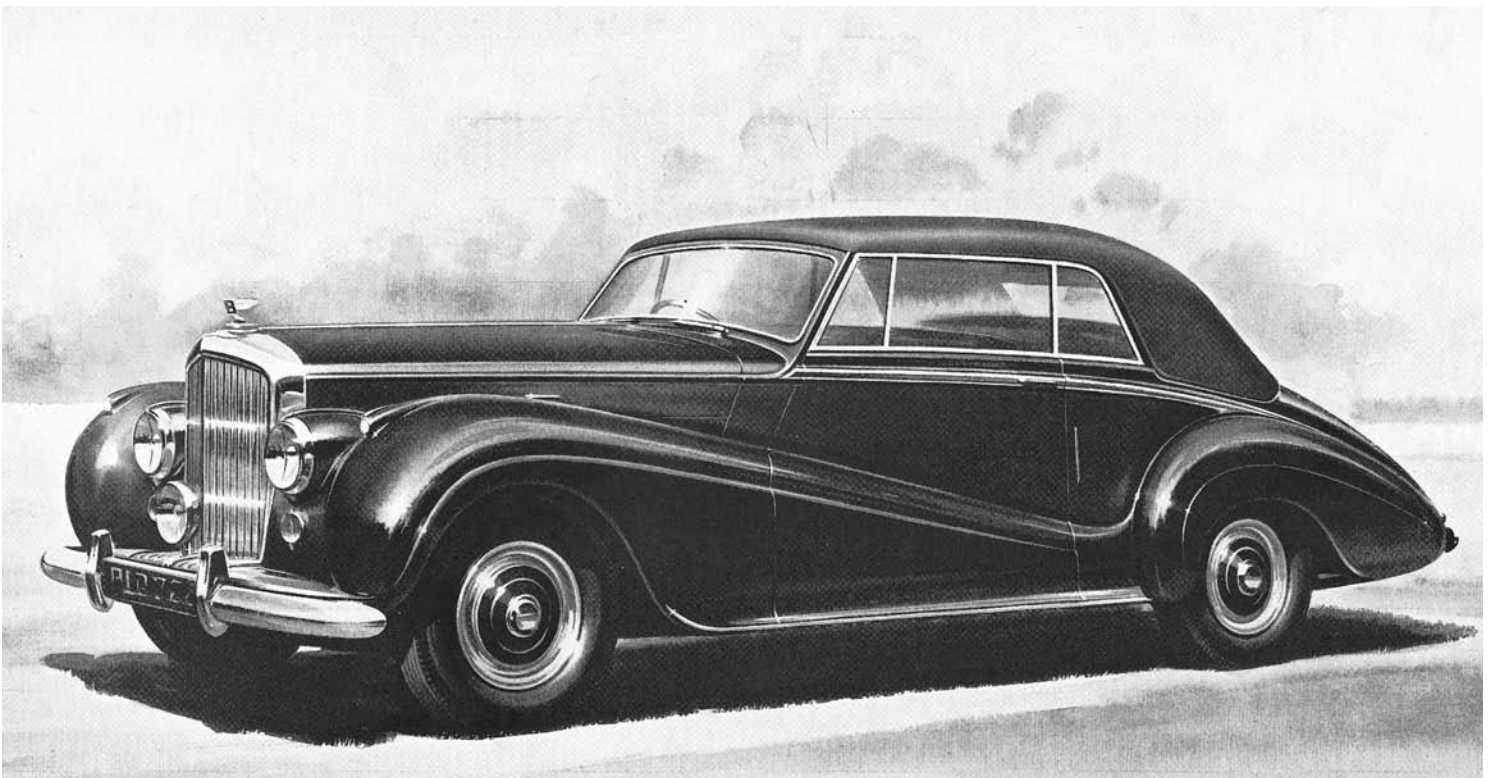
NOVEMBER

(Yet to be determined.)

DECEMBER

Sunday December 6th Terribly British Display Day, date TBA + Christmas Function.

Most Bentley R-types were of course standard steel saloons, but if you were buying one new and money was no object, a Park Ward drophead coupé like this one might have been tempting. Even with the convertible hood raised, this is an irresistible motor car! Nowadays, the price differential against a standard steel saloon is many times greater than when they were new.



OBITUARY

DR PETER YORKE

5th August 1953 – 14th April 2015

Sadly we mourn the passing of Dr Peter David Yorke, one of our long-time members of the R.R.O.C.A., A.C.T. Branch, aged 61 years.

I first met Peter as a young doctor in the late 1970s when he was a doctor-in-residence at the Woden Valley Hospital. He was enthusiastic about having acquired his 1934 20/25 Chassis GWE16, a Hooper sports saloon. I had known the car when in the ownership of the Pockley family of 'Pylara' Tarago, a family that I had met when I attempted to form the A.C.T. Branch of the R.R.O.C.A. in May 1972. Just four days before his passing, Peter and I reminisced about the days when we first met. This recent occasion was a visit to inspect his 20/25 Rolls-Royce on behalf of a Victorian friend, following the car being offered for sale in PRAECLARUM 2-15. We sat under trees with their autumn tones at his Forrest home, and memories of days of yore came flooding back. Clearly Peter was now very fragile, for he had suffered for more than two-and-a-half years from cancer. He had undergone much treatment, and endured great pain and anguish.

Over coffee, Peter enthused about his memories of the 20/25 which he had owned for more than 35 years. He told me that when the Pockley family advertised it, he was very sad that he had missed it by a day or so, as it had been sold to Sydney. He had always admired the classic lines of the 20/25 cars of that era. But good fortune came his way a year or so later when he saw the car advertised for sale in Sydney, and this time bought it.

When it came to Canberra, I saw it that day in the car park of the doctors' residences. Peter was thrilled to have finally captured it, and had great plans to refurbish the car as necessary. In those days of innocence, the car sat in the open in that car park for probably a year or more.

Peter was to travel to the U.K. for some years of post-graduate study, during which GWE16 was entrusted to a coachbuilder at Lismore, N.S.W., to strengthen the frame, replacing the deteriorated timbers as necessary. On his return, the car underwent mechanical enhancements, repaint and re-upholstery. It was in storage for a couple of years while he was in Tasmania. In the last few years it was given an engine rebuild and a new radiator core in Sydney along with some other fettling. As we sat chatting, Peter commented that he felt privileged that he had finally been able to bring the car back to a condition close to its original glory days.

Peter had an Aston Martin DB5 which had also been in his ownership for 35 years. This car too, was a personal joy and treasure, and had been maintained with no expense spared. This car had been sold just prior to my visit. Peter last had the 20/25 out very recently, and some may see it and met Peter at the 2014 Terribly British Day. Following my visit on 11th April, GWE16 was sold to a new home with my friend in Victoria that day, and Peter passed away just three days later. He was so happy to know that it was going to a caring and enthusiastic home.

Peter Yorke was an exceptionally highly regarded medical specialist in Canberra. He was a specialist anaesthetist at the John James Hospital in Deakin, where a wing of the hospital had been named after him some years ago now. A quiet, unassuming man, and his humble manner endeared him to all who knew him, and he was greatly respected by his colleagues in the medical profession. He had been Consulting Anaesthetist to the Royal Australian Air Force, of which he was proud to be still a member when I spoke with him.

Medical colleagues, and people from all walks of life attended the Memorial Service, a celebration of the life of Peter Yorke, at Canberra's historic Albert Hall on Thursday 23rd April. The service paid tribute to this distinguished, unassuming and wonderful man, gone far too soon.

On behalf of all members, I express our sincere sympathies to Andrea and family.

*Ian Irwin O.A.M.
President.*



Bryce Ronning's 1949 Silver Wraith Hooper touring limousine WFC67, after finding a place with its fellow Club cars, despite having been directed elsewhere by a 'Wheels' gate marshall.

'Wheels' 2015

Photographs by the Editor

Though not a Club car, this Silver Spur II graced us with its very welcome presence.





John Tetley's Bentley Turbo R, the VIN of which your Editor found he did not have at his finger-tips. Below is where all that effortless power comes from!





Above: Another very welcome non-member car that arrived on our display was this very nice 1950 Bentley Mk VI. With those twin Lucas SFT-700 fog-lights and heavy export bumpers it is clearly an Australian-delivered car, finished in the absolutely authentic factory two-tone colour distribution.

Below: John Tetley's 1981 Bentley Mulsanne BSB03228.





Above: Ken Lo's 1986 Silver Spirit ASG15800.

Below: Rob Young's 1993 Bentley Brooklands BEP46078.





Above: Bill Fleming's 1975 Silver Shadow SRH22160 represents probably a minority of its model preserved in really nice condition – terrific value for anybody wishing to acquire one. Opposite page: This advertisement from The Motor, publicising the then recently-introduced Silver Cloud, featured the first production example of the model, SWA2.

Letter to the Editor

Politics

Martin,

I'm with you and tend to think that politics has no place in a car club. But that is really ignoring a growing enemy that will bite us unless we do face it head-on and take the lead.

The best defence is to remind politicians at every opportunity just what a massive economy the classic car movement (i.e. votes) is. Politicians love to preen at public functions. We should remember, "if you want something from somebody, first get them on-side".

When you cast your eyes around at any classic display day – and there are dozens every weekend – the

amount of money, time and passion invested runs to tens of millions. Every town and village has its specialist businesses that cater either exclusively or partly to the classic car industry. Some have turnover in the millions. This is entirely apart from the value of the cars themselves, the values and registrations (lost revenue) of which would probably drop dramatically if they were legislated undriveable. Engineers, restorers, enthusiasts, home-tinkerers, they all spend a fortune on equipment and bits and pieces for their passion. And they all vote, and many have friends and contacts at the highest levels. We should remind ourselves and politicians of the immense size and power of the classic car industry. At every opportunity.

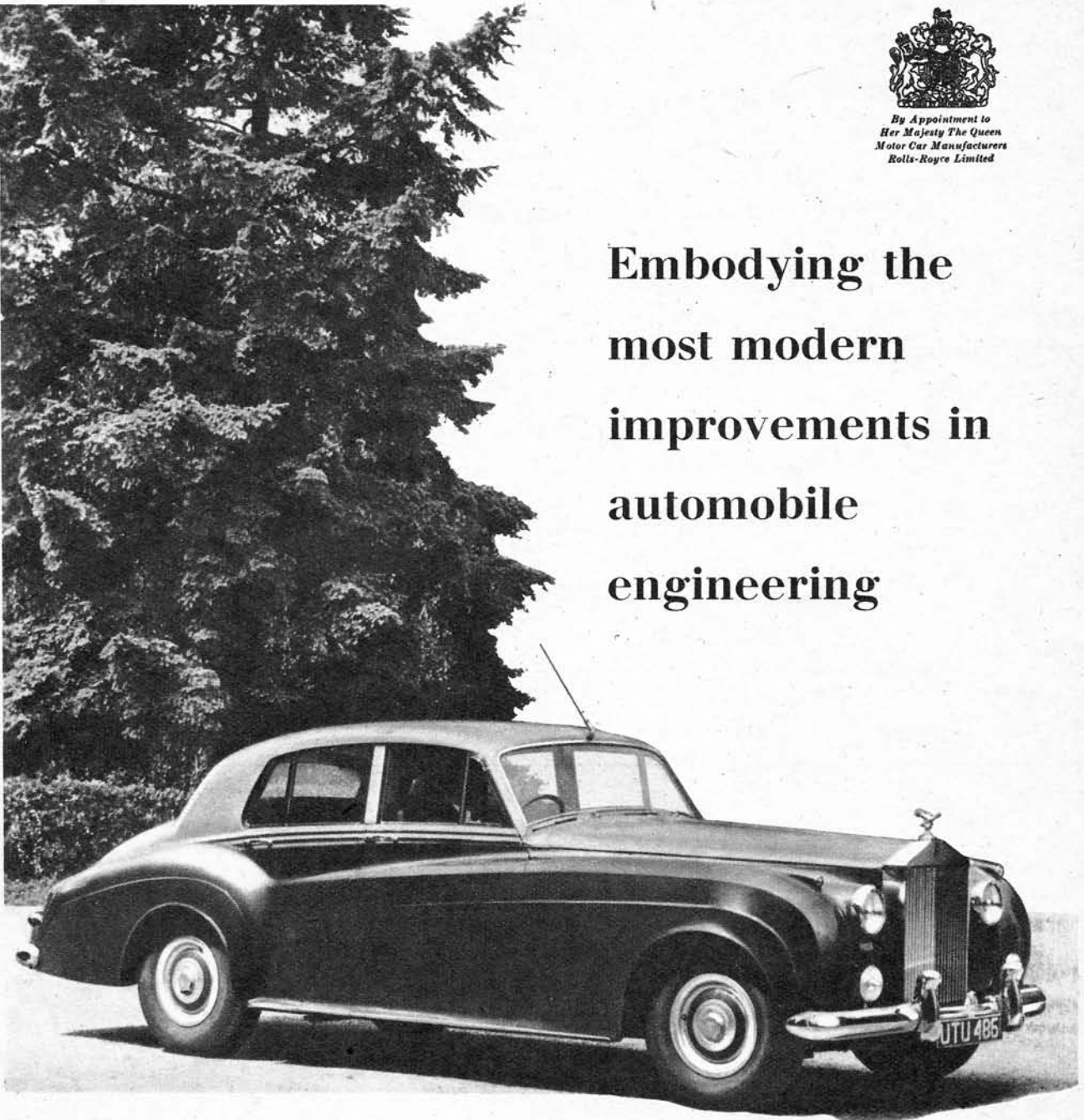
Every thank-you speech at a classic function should allude to this angle. Get them thinking. Unpalatable for us but it is the only way to avoid the ever-creeping restrictions.

*Thank you,
Peter Colwell*



*By Appointment to
Her Majesty The Queen
Motor Car Manufacturers
Rolls-Royce Limited*

**Embodying the
most modern
improvements in
automobile
engineering**



ROLLS-ROYCE

SILVER CLOUD



Tailpiece . . .

Most enthusiasts might not associate Hooper with coachwork on Bentley Continental chassis. Nevertheless, the celebrated coachbuilder did build half a dozen bodies on the S1 Continental and one, the firm's final Bentley body, on the S2 Continental. All were four-door saloons. This is S1 BC18DJ.

BRANCH COMMITTEE

President:

Ian Irwin
P.O. Box 333
Hall
ACT 2618
02 6259 9770
newkeadymore@beagle.com.au

Junior Vice-President:

Martin Bennett
177 Old South Road
Yarra via Goulburn
NSW 2580
02 4829 7140
hjmullinersw@bigpond.com

Registrar:

Ian Dunn
40 Murraraji Street
Hawker
ACT 2614
02 6278 3763
iandunn@grapevine.com.au

Senior Vice-President:

Gos Cory
P.O. Box 245
Goulburn
NSW 2580
02 4822 5135
0414 999222
Goscory@ozemail.com.au

Secretary & Treasurer:

Peter Hyland
PO Box 773
Mawson
ACT 2607
02 6286 4265
phy40183@bigpond.net.au

