



THE CAPITAL LETTER

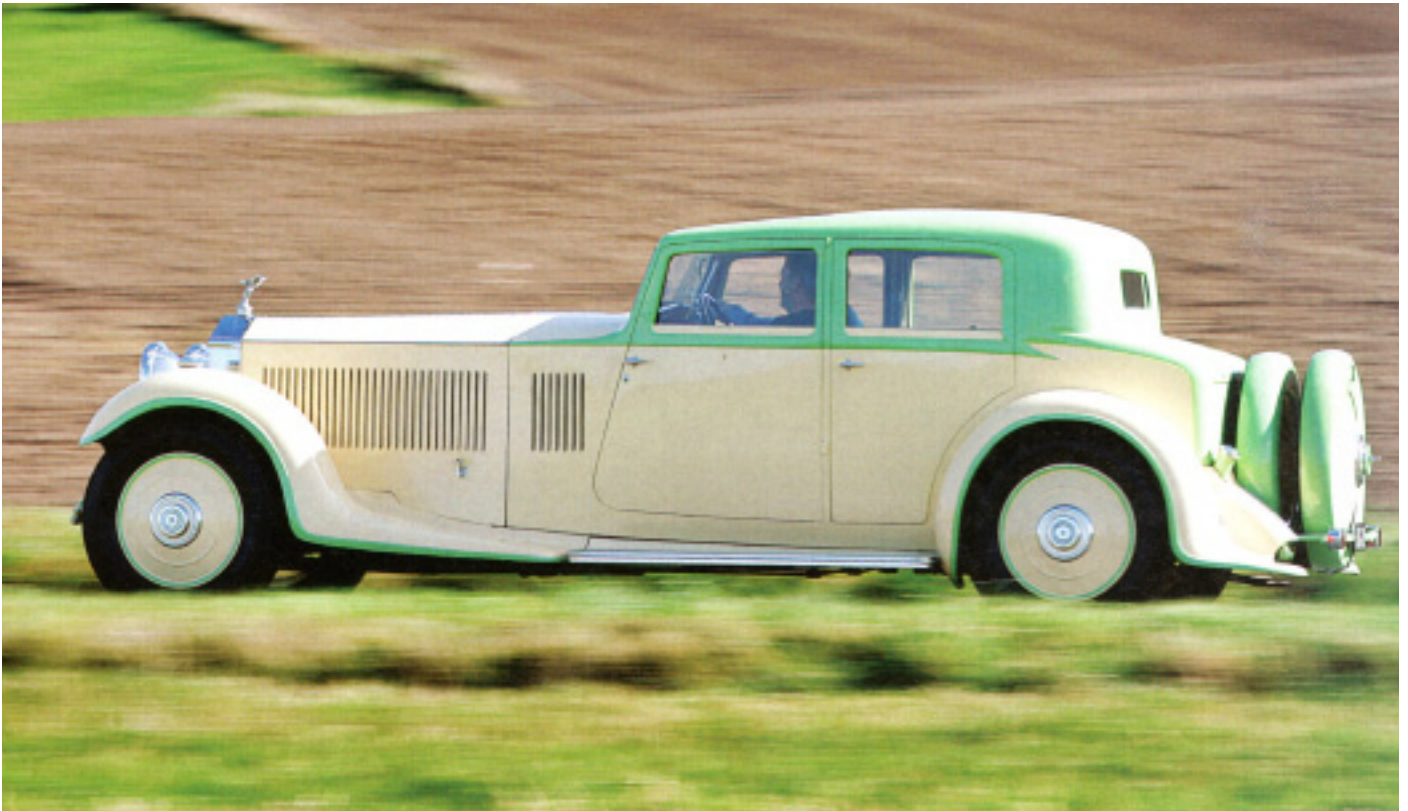
Newsletter of the Rolls-Royce Owners' Club of Australia (A.C.T. Branch) Inc.
Serving the Australian Capital Territory, Goulburn, Wagga Wagga and surrounding areas.



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

FOR ROLLS-ROYCE AND BENTLEY ENTHUSIASTS

February / March 2015



8JS

1931 Phantom II Thrupp & Maberly sports saloon

Phantom II Continental

From the Branch President

Already two months of the 'New Year' have passed, and summer seems to have been a fizzer. Maybe this autumn will bring us some wonderful weather for our calendar of events.

Much time has been spent tinkering with 1404, in the 'teething' phase of the restoration, and so many issues been attended to. The carburettor has proven to be an issue, and has been taken off the car, and gone to Sydney for a check-over and to establish correct settings, and any minor maintenance it may need. This work is being done by a close friend with considerable experience in these matters.

We had our first run for the year recently to Grandma's Little Bakery near Collector. There was a good attendance, and a lot of chatter on our hobby over an extended brunch. The atmosphere was very convivial, and it seemed that nobody was too keen on going home. My thanks to those who attended.

Many thanks to our Secretary, Peter Hyland, who consistently keeps us up-to-date on happenings in the Rolls-Royce and Bentley world in Australia and around the globe, with the flow of magazines that the world of electronics has facilitated.

Before I run late for the magazine with this message, I will sign off, wishing a safe trip to and from the Federal Rally to those attending, and wishing all members a great year of motoring. We have an interesting schedule of events planned, and I'd like to encourage your support for these.



*Ian Irwin
President*



Left: The position to be adopted by the owner when removing and replacing the sump-plug of an early post-war Rolls-Royce or Bentley motor car. This is Bryce Ronning changing WFC67's engine oil.

Front Cover picture: *The Phantom II short chassis 'Continental' model is often held to represent the apex of fine proportions in Rolls-Royce cars. The immensely long bonnet with the front axle set well ahead of the radiator, the short cabin and low roofline all contribute to this impression, as this photograph of 8JS at speed amply demonstrates. Photograph from Peter Brown (U.K.).*

I have been contacted by Rob & Bonnie Young who advised that they have sold their 1977 Silver Shadow II SRH31902, which has returned to Sydney and will allow them to concentrate on enjoyment of their ex-David & Thea Cornish Bentley Brooklands BEP46078. To emphasise what a small world we live in, the new owner of the Silver Shadow II knew its original owner when the car was new!

In Ian Irwin's excellent article on pages 8 and 9 our President touches upon something that, like him, has puzzled and bemused me for many years. I refer to the phenomenon of ridiculing and belittling other peoples' hobbies. It has been my experience that those who feel free to indulge in this odious practice are for the most part, as observed by Ian, those with no hobbies or apparent interests of their own. Whilst I would normally steer well clear of politics in this journal, it also needs to be said that there are plenty of people whose apparent interest in life, not content with their stock-in-trade of ruining the economy, seems to be interfering in every aspect of the lives of people perfectly capable to running their own lives. There is at least one political party in Australia infested with such people who would, for example, prevent us from driving our old cars, so as a movement we need to remain vigilant.

President Ian Irwin's article in this edition – *How did you get hooked on our hobby?* – invites other members to make a similar contribution, and as Editor I look forward to the avalanche of articles that is certain to follow Ian's excellent and highly readable example. We all know how and when our own devotion to the Rolls-Royce and/or Bentley marques began, so please let us know how it happened in your case.

Martin Bennett



Right: In 1958 the Australian government ordered a small fleet of Rolls-Royce Silver Wraiths, comprising four H.J. Mulliner limousines and two Hooper cabriolets. All were on the long wheelbase chassis – the only one still made at the time – of which this is believed to be HLW50, one of the limousines. After these six cars, only two further Silver Wraiths were delivered before production of that model was discontinued. Several of these ex-government cars have since found their way into the ownership of R.R.O.C. members. Can any member identify the location of this scene?



Branch Events Calendar

APRIL

Wednesday April 8th: Monthly Meeting at the Ainslie Football Club. Dinner in the bistro from 6.00 p.m., Meeting at 7.30.

Saturday April 11th: Day run to historic Millpond Farm, via Braidwood.

April 30th to May 4th: 57th Annual Federal Rally, Freemantle, Western Australia.

MAY

Wednesday May 6th: Monthly Meeting at the Ainslie Football Club. Dinner in the bistro from 6.00 p.m., Meeting at 7.30.

JUNE

Saturday June 20th: Harden Workshop day run.

JULY

Saturday/Sunday July 11th-12th: Goulburn overnight run incorporating July Monthly Meeting. Dinner, interesting guest speaker, historic sites tour.

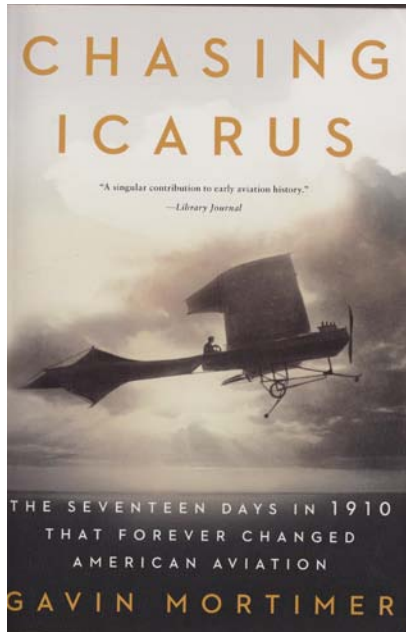
AUGUST

Saturday August 16th: Secret location day run – don't miss this one! Approximately two hours from Canberra.

A.C.T. Branch member Steve Stuckey's long-awaited book on the Rolls-Royce Phantom III is to be published by the Italian publisher Nubes Argentea (Silver Cloud), publisher of the famous multiple prize-winning book on the Rolls-Royce Silver Cloud and Bentley S Series – Every Cloud has a Silver Lining – see review in our March/April 2014 edition of The Capital Letter. Below is 3CM81, a drophead coupé by Vanvooren – Steve's favourite Phantom III and therefore his favourite car! Picture from P. & A. Wood's 2014 Christmas card.



Book Review



Chasing Icarus by Gavin Mortimer,
Walker & Company, 2009. 304 pages.

Reviewd by Gos Cory

This book has only incidental relevance to Rolls-Royce and none to the Bentley marque. A couple of members have read and enjoyed it, and the following brief account is provided for others who may be interested.

The book describes a minute period in 1910 that was of huge significance in aviation history. Within this 17-day period both “flying machines” and balloons were pushed to unprecedented limits of endurance, speed and altitude. The dirigible *America* set off on a trans-Atlantic quest. The Gordon Bennett International Balloon Cup was awarded to the craft that travelled the greatest distance, its aspirants were taken north-west into the wilds of Canada. The Aero Club of America promoted a week of competitions at the Belmont Park racecourse in New Jersey involving speed over a short course, a longer course and altitude attainment. The population was captivated, vast crowds attended and the press was obsessed with every detail.

Every stereotype was represented in these pursuits. The British anti-hero, Claude Grahame-White was the favorite and seemingly most capable, however too charming and suave to be widely acknowledged for his talents. The Wright Brothers were cast as villains, litigating against those who infringed their patents. The Aero Club of America seemed to have had a similar charter as the New York Yacht Club when American dominance failed to materialise, bending the rules. Stoic heroes piloted balloons and usually survived the hostile environments on land and sea when their craft inevitably succumbed to gravity. The fairer sex (as it was known in those days) is also involved, however none actually take controls. Even Kiddo, a feline balloonist, plays a part.

The Rolls-Royce connection? Apart from a brief reference to Charles Royce’s demise in a Wright Bros machine similar to those in the Belmont competition, there are several references to James Radley. Mr Radley is well known to us for his adventures in a Silver Ghost shortly after this period. This is not sufficient reason to read the book but it is a good read nonetheless. I’d have preferred to see some more technical details of the various craft and have subsequently been Googling to sate my new interest.

Cars For Sale



1956 **Bentley S1** (B216BA) Black with red interior. Have owned for over 20 years. Superb condition, completely restored with bare metal repaint, new Connolly hide, carpets, headlining, refinished woodwork etc. all superbly done. After-market air conditioning. \$39,000. Michael Zwar 0418 690 333



1972 **Silver Shadow** (SRH13584) Gold with dark brown leather interior. Registered A.C.T. until March 2015. \$11,500 Lee Drury 0412 888 566



1975 **Silver Shadow** (SRH22160) Australian delivery; attractive car; generally fine condition; present owner since 2001. \$13,500. Bill Fleming 02 6287 5051; e-mail: wgr.fleming@gmail.com





Above: John Tetley's 1981 Bentley Mulanne saloon BSB03228.

Brunch run to Grandma's Little Bakery, near Collector

Photographs by the Editor

Below: Chris & Narelle O'Rourke's 1957 Silver Cloud SED51 and your Editor's S-Type.

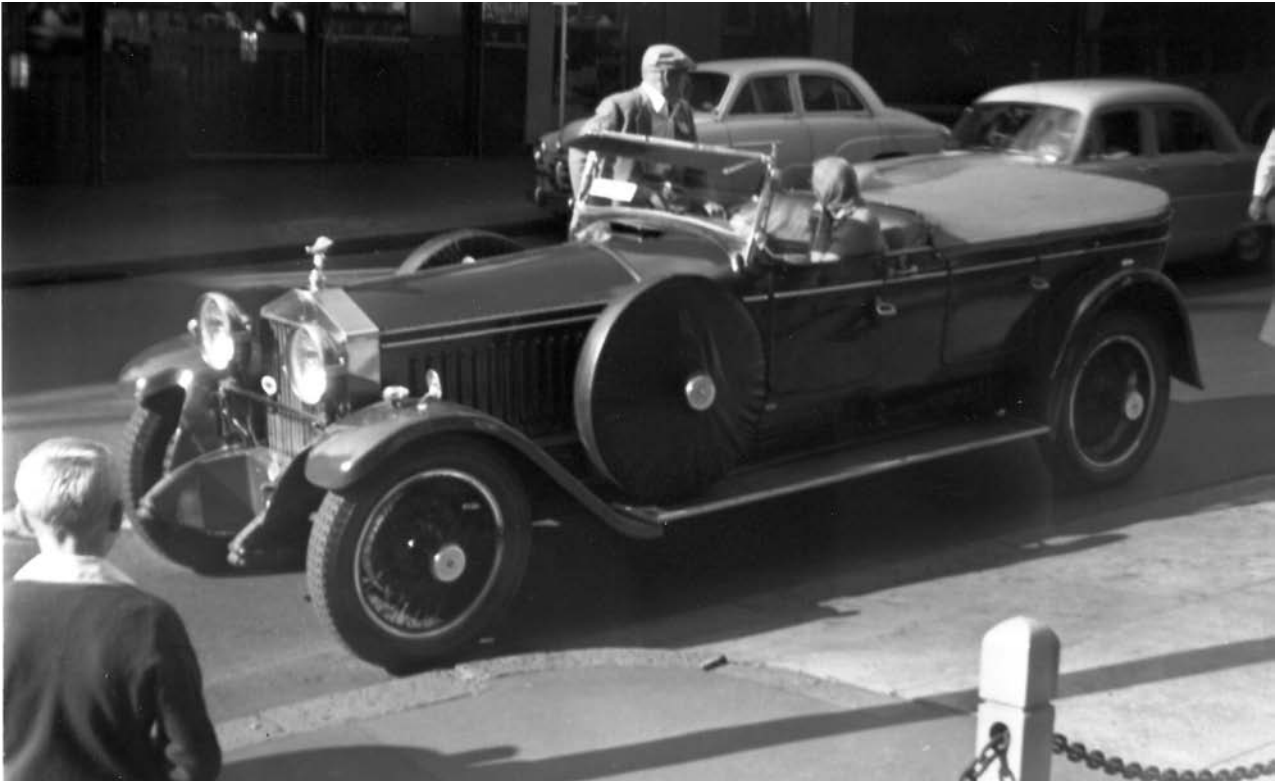




Above: Members waiting to be fed.

Below: Ray & Raine Gulson departing in their 1988 Bentley Eight BEJ23222.





***Above:** The first Silver Ghost the writer ever saw was 64EU, over 60 years ago, when he took this photograph. Owners George & Jean Sevenoaks are seen with the car, a 1925 tourer by coachbuilder Smith & Waddington of Sydney, outside Sydney Town Hall. The car was painted cherry red and had a non-original chrome strip along the length of the car. This was before the 1956 formation of the R.R.O.C., and the car carried a Vintage Sports Car Club badge on the headlight bar.*

How did you get hooked on our hobby?

By Ian Irwin

How did you get hooked on our hobby?

I am often asked how did I get hooked on the automotive hobby. This is a question that I find something of a pleasure to answer. Words simply flow off the tongue.

Others, who are completely at a loss on how to come to grips with the huge army of enthusiasts who are absorbed in our hobby, even refer to us as car tragics. I find this attitude both amusing and sad.

These people usually can be grouped into a vast brigade who have little in life other than an endless round of mindless TV. They probably watch shows such as *The Big Bang Theory*, or biased ABC productions, or perhaps the current round of so-called "Reality" TV. Heaven forbid, they may be avid readers of the daily press, full as it is of riveting and inspirational reports on politics, drugs in sport, comic strips and *Your Life by The Stars*. It is they who need to 'get a life' for hobbies, whatever they may be, take us to a vastly higher plane than the boredom of nothing to do.

Be that as it may, they are of course entitled to pursue their interests free from ridicule and derisive comment. But, I'm

sure that in the race to dementia, they'll be there long before us, winning the best seats in the dementia ward. That reminds me of a cartoon I saw once, with two old codgers wearing caps, and drifting in a daze on a bench. Bert says, "So what you gunna do t'day, Ernie?" "Nothing," replies Ernie. "Thought you did that yesterday," says Bert. "Yea, but I wasn't finished," says Ernie.

"So how did you get hooked?" I ask. "Tell me about your own circumstance first please, and then I'll be happy to tell you of my own experience," comes your reply.

Back in the late 1940s, as a young child in the middle years of primary school at Bexley Central School in Sydney, I walked some mile and a half to school every day. I crossed Forest Road, and I noticed after having done this for some time, that the houses did not change much, apart from the occasional mown lawn. The only dynamics in my daily walks to and from, was the changing scenery of the ever passing traffic. Most cars were still the open tourers of the mid and late 1920s, with a sprinkling of pre-War Ford V8s and Chevrolets. I got to know many of the car makes by sight, and by sound. It became a challenge. Cars such as Ford A's, Vauxhalls and other GM products had distinctive sounds. Others even had

distinctive odours.

At the age of eight, along with my brother, 20 months older than me, I went to the 1949 Sydney Motor Show with our Dad. We went simply to see the wide array of cars that had emerged in those early post-war years. This was a real experience and an eye-opener. There were makes I had never seen or even heard of, and both my brother and I began to gather car photos to put into scrap books. He mainly chose the newer modern cars, and I chose the older cars. Don't ask me why! His task was easier than mine, as the daily press regularly contained line drawings in advertisements and great photographs of the new cars. My task was a challenge, so I spent my weekly meagre allowance in second-hand bookshops buying British motor magazines such as *Motor Sport*, *The Autocar* and some American magazines that featured old car events and some wonderful cars for sale. In time, my brother's focus turned to the Around Australia Trials, and he developed some wonderful scrapbook records of those great events. He still has these. I too, still have the scrapbooks I began in about 1953.

But for me the turning point came in January 1951, at the 50th Anniversary of Federation with a display of all sorts of fascinating aspects of Australian life at the Sydney Showground. I was just nine years and four months old. Amongst the mobile displays there were five old vehicles of pre-Great War manufacture. I remember them well. When they had done their stint, I dragged my parents to see them on static display, and despite my age, I asked questions and got answers. I was even given a booklet that I have treasured on IHC High Wheeler Buggies, and this became the start of my library that has grown exponentially, along with my car interests, in the sixty-odd years since. I was hooked.

By 1955, at age 14, I was permitted by my parents, to travel about Sydney on the urban bus and rail network, to attend

events for veteran cars in particular, and it was here I began taking my first Box Brownie photographs. I saw my first Silver Ghost in this period, Chassis 64EU, when owned by George Sevenoaks. I checked that car out thoroughly, and admired its high standard of preservation. It was a deep cherry red colour and was most impressive. It had real presence. I had to learn more.

Soon after this I bought a paperback that I chanced upon at the Pocket Bookshop P/Ltd in Penfold Place, Sydney. *The Kings of the Road*, written by Ken W. Purdy, an American, it had a chapter covering the Silver Ghost. I read that over and over. One bit in particular. In part, Purdy said: "In no other category of machines does one make possess such obvious and overwhelming superiority. No ship is as much superior to other ships as a Rolls-Royce is superior to other cars, no aeroplane, no house, or clock or camera, printing press or child's toy. The Rolls-Royce is first. There is no second, and no third." This was all I needed as confirmation of what I had seen with my own eyes, when I had experienced my first Silver Ghost near the Sydney Town Hall.

After that, it was only a question of when, how, where and what with? It didn't happen overnight, but it did happen.

My hobby has taken me to places I could only have dreamed of as a child. I have absorbed an enormous amount from the history of motoring, and given much back. I became a member of many car clubs, about a dozen or more, and these associations for me have woven the tapestry of my life. It has taken me to places around the world, into private car collections behind closed doors.

Why don't you tell us something of the how, when, where and why of your Rolls-Royce or Bentley interests – or even your more diverse car interest – began.

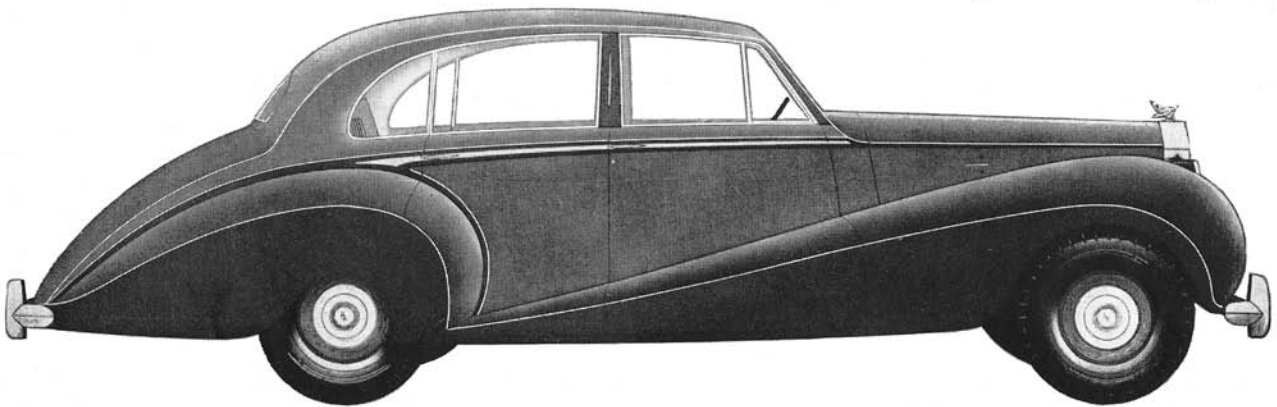


Below: 64EU again, now owned by John Matheson & Jeanne Eve, seen here participating in the 2013 Alpine Rally in Europe. Photo by Steve Stuckey.



4-Door, 6-light Sports Saloon Rolls-Royce Silver Wraith
Aerofoil design coachwork of pleasing contours
representing the perfection of modern
coachbuilding, and enhancing the character
of one of the finest cars in the world.

*For Supremacy in
British Craftsmanship*



VISIT STAND No. 99 EARLS COURT MOTOR EXHIBITION

TELEPHONE: FULHAM 1448



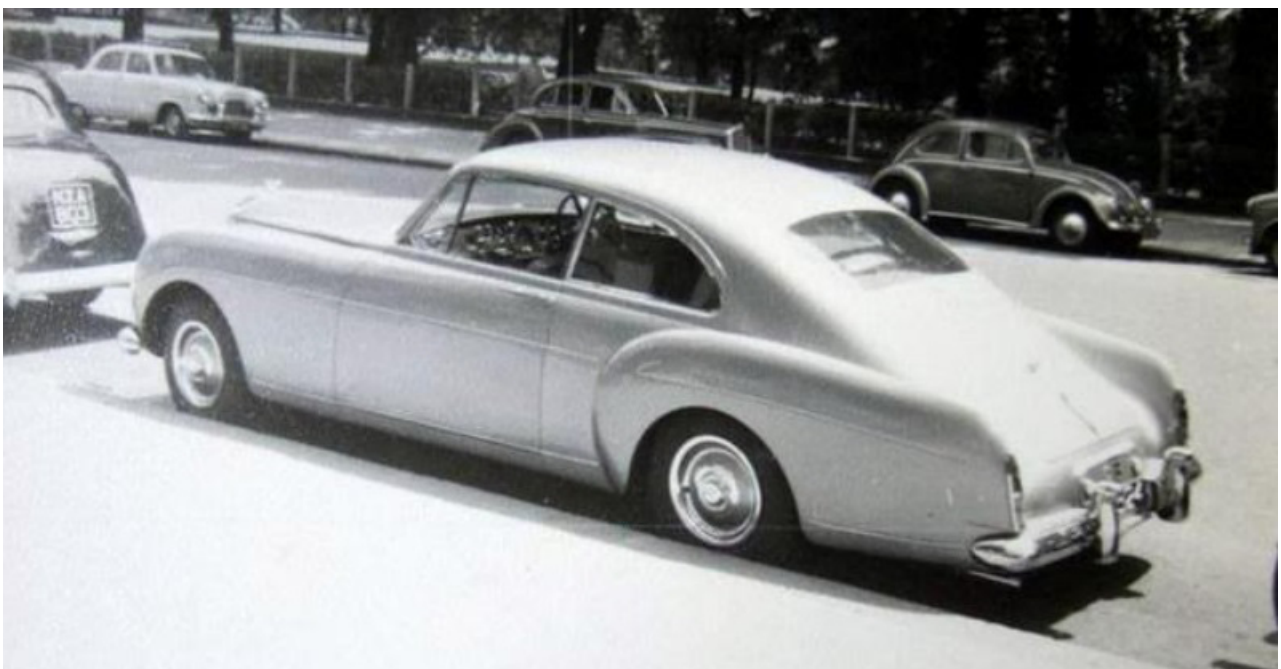
FREESTONE & WEBB LTD

MOTOR BODY BUILDERS, AGENTS AND ENGINEERS

101-103 BRENTFIELD ROAD, WILLESDEN N.W.10.

Telephone: ELGAR 6671/2/3.

Below: This is Bentley S1 Continental BC102AF, a car that began life as Experimental car 27-B. Visible in front of the Continental is a Bentley R-type standard steel saloon which is able to be identified from its registration number as chassis B367TO. In those days of burgeoning post-war prosperity such cars were commonplace on the streets of British cities, particularly London, where their daily use frequently saw them in traffic and parked in the street. The superb, sleek 'fastback' styling of the fabulous Continental is very much in evidence in this mid-1950s photograph.





JACK BARCLAY

LIMITED

Announce the New

SEVEN PASSENGER LIMOUSINE

PHANTOM V ROLLS-ROYCE

WITH SPECIAL COACHWORK

BY JAMES YOUNG



James YOUNG Ltd.
BROMLEY, KENT. Tel. RAVensbourne 3434

★
The sole remaining privately owned coach-builders for Rolls-Royce and Bentley, a subsidiary of Jack Barclay Ltd., offer the most distinguished and elegant coachwork designed for the new ROLLS-ROYCE Phantom V chassis.

JACK BARCLAY LTD., *The Largest Official Retailer of* ROLLS-ROYCE and BENTLEY

BERKELEY SQUARE, LONDON, W.1 MAYfair 7444



On the recent Collector brunch run, Ray & Raine Gulson's 1988 Bentley Eight BEJ23222 (left) and John Tetley's 1981 Bentley Mulsanne saloon BSB03228.



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

