



# THE CAPITAL LETTER

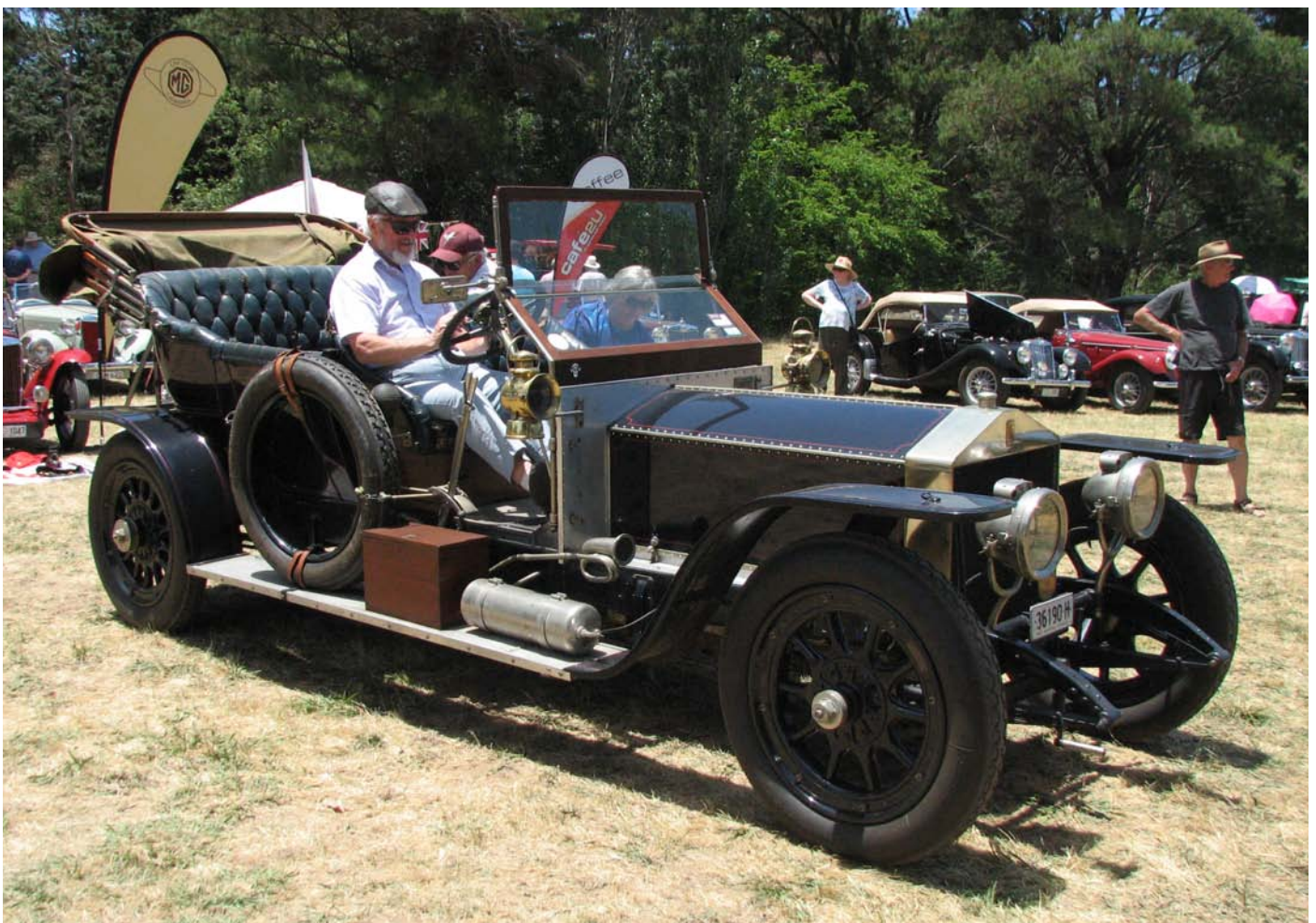
Newsletter of the Rolls-Royce Owners' Club of Australia (A.C.T. Branch) Inc.  
Serving the Australian Capital Territory, Goulburn, Wagga Wagga and surrounding areas.



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FOR ROLLS-ROYCE AND BENTLEY ENTHUSIASTS

November / December 2015



1425

1910 Silver Ghost tourer

John & Rae Kennedy (U.K.)



## From the Branch President

In recent weeks we have had a busy Club schedule. Regrettably I have been a little less involved than I would have wished, but my thanks go to Peter Hyland for shouldering additional duties while I have been recovering from a serious heart attack. Peter is a very keen member who gives 110% to every task he takes on, and I want to thank him for standing in for me recently.

While speaking of such things, it is with much sadness that we farewell Gos Cory and Liz as they embark on a new phase of their lives, in their new home in Queensland. Gos has been a valuable asset to the Club for many years, and a tower of strength and support to me in his capacity as Senior Vice-President of the Branch. I take this opportunity to extend the best wishes of us all to Gos & Liz, and hope they can quickly settle in to their new lives in the sunshine state.

We have also received advice that Keith Purvis is retiring and moving back to live in Melbourne, so we wish Keith and Christine well in their new lives in retirement. Thanks Keith, for being an active participant on the occasions when your job here permitted.

Recently we have had the Club Christmas Dinner, on Saturday 5th December, and although numbers were down this year on participation, those who were able to join in the occasion had a really pleasant evening at the Irish Club, our new home at Weston. The following day members joined in the Terribly British Day display in the new venue at Weston Park, and from those I spoke with on the day, it seems to have been a popular alternative to the traditional location closer to the city. I'm told there were 365 vehicles attending the event, and our Club put in a good representation. It was great to see Keith Wherry and Marie Harland from Sydney with their new 2015 Bentley Continental GT Coupé joining in with us. My thanks to all who came along on the day with their vehicles.

We had been hosting John & Rae Kennedy for the days leading up to the weekend, and it was our intention to participate with both 1910 Silver Ghosts. Both set out, and all went well until an electrical fault caused us to return home with 1404. We repacked 1425 with the folding chairs, and the provisions for lunch and set off once again, only to get a blowout in this car, and the northern (Zoo) end of Scrivener Dam. The location made it impossible to stop, and the car had to be driven on to the end of the dam road, and another 150 metres into the safety of trades entry to the Governor General's residence before the wheel could be changed. We made it against an outgoing tide of departing cars.

I would like to take this opportunity to thank all members for their participation in various club activities and meetings throughout the year past, and to wish each and every member, along with their families, a safe and Very Merry Christmas, and a Happy, Healthy and Prosperous New Year.

*Ian Irwin*



**Front Cover picture:** John Kennedy (U.K.) in his 1910 Silver Ghost 1425 which he acquired in Australia and keeps in Australia, using it on his frequent visits, such as here at the recent Terribly British Day. This fabulous 105-year-old Rolls-Royce was restored in the 1950s! Photo by the Editor.



# From the Editor [hjmullinersw@bigpond.com](mailto:hjmullinersw@bigpond.com)

We have lost a dear friend and popular member in Kerry Bos, who passed away on October 30th. His funeral was very well attended, including a considerable number of R.R.O.C. members. See page 5.

Several members commented on my 1960s photograph album pictures in the last edition of *The Capital Letter*. Peter Limon spotted a car he once owned among them. See page 6 of this edition for Peter's additional information. Bruce Moran points out that I am mistaken in my conjecture that the Silver Cloud I on page 6 is the Graham Kennedy car. Although I knew that car later in Geelong, the car in the picture, a 1958 model, was owned by Bruce's father around the time of the photograph. Mr Moran Snr bought the car in 1961 and kept it for several decades. It is SGE56, now owned by Victoria Branch member Philip Battye.

Heartiest congratulations to Branch member Steve Stuckey on the publication of his book on the Phantom III – *The Spectre Arises* – published by Nubes Argentea. I have a copy. It provides a superbly scholarly coverage of the ultimate pre-WW2 Rolls-Royce and I thoroughly commend it to members who wish to learn about the Company in the 1930s and arguably its finest product, or who simply like to collect books on the marque. Either way, you won't be disappointed. See Tom Clarke's review in PRAECLARUM.

The recent Terribly British Day proved a big one for our small Branch. On display were three pre-war cars (including one pre-Great War), plus representatives of virtually every post-war model group including a number of interesting coachbuilt cars, right through to brand-new Bentley. I don't think I would be exaggerating if I suggested it qualified as a triumph for the Branch. Very bright sunshine is less than ideal for photography, but for what they're worth my photographs start on page 7.

In our next edition will be an article dealing with Bryce Ronning's Silver Wraith front brake overhaul. The Silver Wraith, in the Editorial opinion, could perhaps be considered the quintessential Rolls-Royce car, combining in a single model all of the qualities and attributes that make the Rolls-Royce motor car what it is. But I am perfectly happy to admit that this is little more than a feeling – mere opinion – but one that is deeply felt. On the other hand, it is a matter of demonstrable fact, regardless of opinion, that the early post-war models (the Silver Wraith, the Bentley Mk VI / R-type and the Silver Dawn) are by far the simplest, easiest and most economical models to maintain. This was born out during WFC67's front brake overhaul, which progressed smoothly and with a minimum of difficulties, all easily resolved, and with no difficulty at all in obtaining the required parts at modest prices. Also not to be under-estimated is the generous dose of satisfaction that the successful completion of such hands-on work provides.

*Martin Bennett*

## **N.S.W. HISTORIC VEHICLE LOG-BOOK TRIAL**

Transport for N.S.W. and Roads and Maritime Services have developed a log-book trial for vehicles that qualify for concessional historic registration (vehicles 30 years or older and used for recreational purposes). Both the N.S.W. and A.C.T. Branches of the R.R.O.C.A. have registered as participants in the scheme.

In essence the trial allows owners of eligible vehicles to use their vehicle for 60 days each year over and above the previous provisions whereby the vehicles could only be driven for official Club events and for servicing. All journeys must be recorded in the log-book, which is available from a Motor Registry.

The scheme is a two-year trial commencing 1st October 2015.

As at the date of writing this the A.C.T. Branch had yet to be included on the official list of participating clubs, but the list had been updated to include the Rolls-Royce Owners' Club of Australia, Inc. The list of approved clubs can be viewed at <http://www.rms.nsw.gov.au/documents/roads/registration/get-nsw-registration/vehicle-sheets/historic-vehicle-clubs.pdf>.

Members resident in N.S.W. who might wish to participate in the trial are encouraged to familiarise themselves with the scheme. Substantial information is available on the RMS Website at <http://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/log-book-trial.html>.

*Ian Dunn,  
Registrar*

## *Branch Events Calendar*

Members will be aware that we have been advised of the unavailability of access to the Ainslie Football Club for our regular meetings. This has necessitated meetings in several private homes, and the hiatus of fitting into private lives resulting in changed dates, has been less than satisfactory. And then we were advised that the access would be denied until some time mid-2016 at least. With this making for further confusion, I have done some research and paid some visits to clubs. Such meeting facilities as we seek are in strong community demand.

Most fortunately, I have been able to take up an almost identical form of arrangement at the Irish Club in Weston. No charge for the room hire (a Community Service from the club), but members will be required to join this club at a nominal fee. A change of meeting night is necessary. As from now, we will be meeting on the SECOND Wednesday night of the month. We have confirmed this booking until the end of 2015.

*Peter Hyland*



*Below: Ian Dunn took this shot of the recent Christmas dinner. Clockwise around the table from left the revellers are: Chris O'Rourke, Ian Irwin, Ken Lo (hidden behind Ian Irwin), Peter Hyland, John Curry, Kerry (friend of John Tetley), John Tetley, John Kennedy from the U.K., Frances Lo, Ida Irwin, Rae Kennedy (U.K.) and Narelle O'Rourke.*



## VALE: KERRY BOS

20th April 1941 - 30th October 2015

The sheer number of people who packed Christ's Church, Queanbeyan, for the funeral of Kerry Bos was testament to his popularity and the breadth of the circles in which he moved and in which he was held in deep respect.

Kerry Bos was born in Melbourne in 1941. His World War II childhood experiences in the occupied Netherlands and his determined opposition to all forms of tyranny indirectly led to a life-long career in the Royal Australian Air Force, which saw him and his wife Karen and their children living in various parts of the world. Throughout his life Kerry was devoted to human rights and freedoms and was never afraid to voice his opposition to any threat to those basic tenets. Never one to be taken in by demagogues or slick talkers, he was possessed of an unusually clear notion of how the world works.

In our Club he was one of our most senior members in terms of the length of his R.R.O.C. membership, having joined the Victoria Branch in the early 1960s with his 1923 Twenty Horsepower 67H8, later transferring his membership to the A.C.T. Branch after moving from Melbourne to the Canberra region. Here he owned 1974 Silver Shadow SRH19346. Kerry served our Branch most faithfully, including a period as our President.

I believe I stand in little risk of contradiction in saying that Kerry was an erudite, gentlemanly fellow and a loving, devoted family man. He is and will be sorely missed.

Our sympathy goes out to Kerry's family and friends, in particular wife Karen, daughters Elisabeth, Kristy and Helen, and grand-children Richard, Madeleine, John and Reeves, and all with whom he shared his many interests, enriching his life and ours.

Rest in Peace dear friend.

*Martin Bennett*







**Above:** 1950 Silver Dawn SBA112 was delivered new to J. Reginald Howett of Melbourne and was photographed by the Editor in that city when later owned by Sir Benjamin Rank, a pioneer of plastic and reconstructive surgery in Australia. **Below** is the car's 1954/55 registration certificate.

## SBA112 – more

I found your Editor's photos interesting. I owned the Silver Dawn SBA112 for ten years from 1989. I last heard about the car about ten years ago when it was still in Sydney. I recently came across a lot of old paperwork for the car including old registration papers going back 60 years. The other car you are shown leaning on (Silver Cloud once owned by Graham Kennedy) I believe ended up in Sydney where the owner who operated a wedding car company removed the rear part of the roof to make a semi-convertible. I was able to buy the rear window and wood surround as well as the vanity units from this car to use with some of my projects. *But regarding this Silver Cloud see Editorial page 3 – Ed.*

Peter Limon

STATE OF VICTORIA  
MOTOR CAR ACT 1953

### CERTIFICATE OF REGISTRATION OF MOTOR CAR

This is to certify that the Motor Car described hereunder has (subject to receipt of annual fee at the rate of 2/- per power-weight unit indicated being shown herein by the imprint of the cash register being registered as of the power-weight units, and for the year ending on the date set out hereunder.

12/7 ur. ALEX. M. DUNCAN,  
Chief Commissioner of Police.

Name and Address of the person in whose name the motor car is registered		Description of MOTOR CAR		REGISTRATION FEE for the YEAR 4th Aug ending '55 £ 9.18.0
Mr. Howett, J. Reginald 15 Loudon Rd., Burwood.		Registered Number RR 800 Make Type Rolls Royce Sed Colour P.W. Units Rate blk 66 3/-		
Engine Number	5	Wheels Tyres No. Weight P 4 37	INSURANCE Cert. £ PLEASE INSERT AMOUNT OF PREMIUM IF ENCLOSED	
		Horsepower 29		

Used for purposes other than the carriage of passengers for hire or goods for hire or in the course of trade

THIRD PARTY INSURANCE — See instructions enclosed  
Please insert hereunder—

(a) Name of Insurance Company (Authorized Insurer): London Guarantee

(b) Number of "Certificate of Insurance": 6013 (If enclosed) or →

(c) Name of Police Stations to which you desire your LABEL sent: Burwood.

Received amount printed above

Collector of Imposts.

Receipt No. 55462 Y 0 870

Amount Paid 268/10/0

Class

Paid JUL 20





**Above:** Keith Wherry & Marie Harland from Sydney were present in their brand-new Bentley Continental GT. Your Editor much regrets missing them, and was unaware of their presence until they had left. **Below:** The marque's traditional, reassuringly familiar and unchanging badge.

## The 2015 Terribly British Day

December 6th



**Below left & right:** Rob Swain's 1957 Bentley S1 Continental two-door saloon by H.J. Mulliner is the elegant and sought-after 'fastback' design of the 1952-59 period.







*Above: This mouth-watering late-1920s Bentley 4 1/2 Litre Le Mans-style tourer graced our display, though your Editor confesses to having no idea who the owner was.*

*Below: An old favourite in our Branch – Bryce & Marcia Ronning's 1949 Silver Wraith Hooper touring limousine. Its 'presence' is undeniable!*







*Above: Chris & Narelle O'Rourke's 1957 Silver Cloud SFE51 and (right) Stephen & Jane Beer's 1965 Silver Cloud III, SJR309.*



*Below: This extremely impressive 1934 Phantom II Thrupp & Maberly limousine de ville, 93TA, has been a familiar to members of our Branch for many years and is now owned by members Peter & Ann Toet.*







*Above: Rob Young brought his 1993 Bentley Brooklands BEP46078.*



*Above left: Ken & Frances Lo's 1986 Silver Spirit ASG15800. Above right: Branch Secretary/Treasurer Peter Hyland's 1982 Silver Spirit ASC04176.*

*Below: John Tetley's 1981 Bentley Mulsanne BSB03228.*

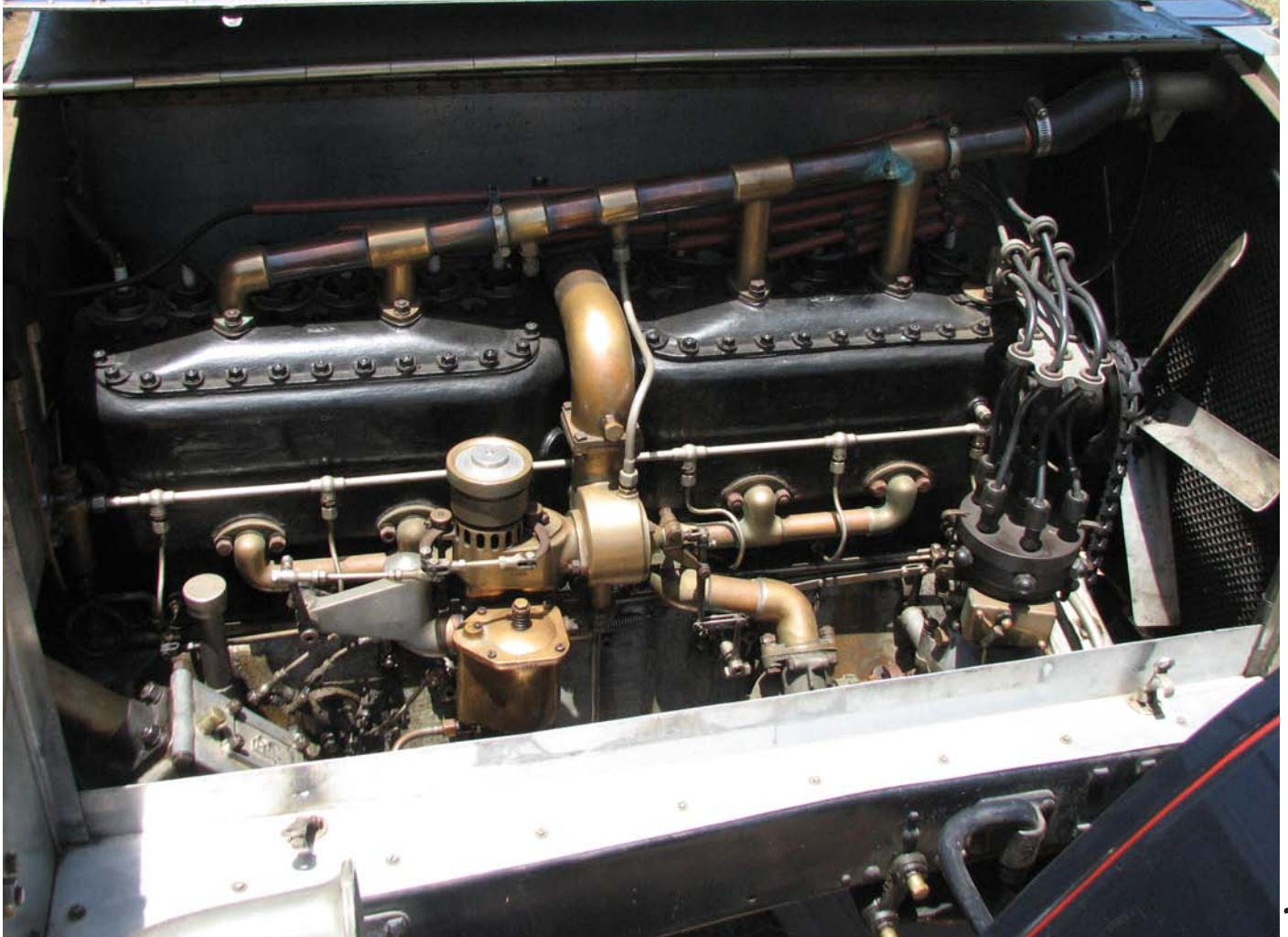






*Above: Gos Cory's 1948 Bentley with its Freestone & Webb saloon coachwork is one of only a small number of Mk VIs in Australia with coachbuilt bodies.*

*Below: The engine of our front cover car, 1910 Silver Ghost 1425, is of course an in-line six-cylinder, side-valve unit of 7,036 c.c., with two separate cast-iron three-cylinder blocks and an aluminium crankcase. There is a great deal of brass and copper, which member Matthew Swift expressed a willingness – indeed eagerness – to polish! Owner John Kennedy seems satisfied with it as it is, and it certainly exudes a quiet dignity without the need to shine and is in excellent condition.*





## Tailpiece . . .



*In 1989, during one of several visits to the Crewe factory, your Editor was permitted to take out two of the Company's products including the Bentley Turbo R seen here. I was Editor of PRAECLARUM at the time. The car that has overtaken, not yet fitted with its rear bumper or most of its rear light units, is returning from a road-test in the hands of a Company test driver. The CREWE sign in Pym's Lane, with the factory visible in the background, was too good a photo opportunity to miss!*

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