



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

November / December 2016



WHD101

1950 Silver Wraith H.J. Mulliner touring limousine

Martin & Manuela Bennett

**Silver Wraith at the
Royal Exhibition Building**

From the Branch President

Some of us have been very busy these last few months, at first putting the building blocks in place, and then over time polishing the structure of the Rally to ensure that come next March, we will all be proud of the Canberra Federal Rally. Canberra is a unique place in the nation. We are geographically superbly located, and Federal Rallies here are always very well supported by our interstate friends from the Branches across the country.

The next issue of PRAECLARUM contain both a Rally Update Report, and your copy of the Registration Form. Please take the time to become familiar with the structure of the various events we have in place for all of our members and visitors. The core of the team comprises Al Kinloch as Rally Director, ably assisted by Di Kinloch, along with Peter Hyland, Ken Baldwin, Martin Bennett, Ida Irwin and myself. In addition, other members are being called upon to undertake specific roles. If you are called upon, we would hope you will be able to make a contribution.



Special mention must be made of the efforts of Steve Stuckey, a local Branch member who is the world's acclaimed expert on the V12-engined Rolls-Royce Phantom III. These cars are in limited numbers around the world, and owned by the fortunate few. Steve has approached all Australian PIII owners, (for he knows them all personally), asking them to please bring their cars to the 2017 Federal Rally, as it is his wish, and ours, to make this model the feature car of the event. I have no idea what the largest gathering of these cars in Australia may have been, nor when or where that may have occurred, but you may be sure that record will be beaten. Steve has already received seven acceptances, and is quietly confident of more joining us for this special occasion. Watch this space.

Our immediate Club event will be behind us before you receive this, when we go on Sunday 13th November to inspect the private collection of historic machinery owned by Ron Hartshorne near Murrumbateman. Then, on Saturday December 3rd, we have our Club Christmas Lunch booked at Poachers' Pantry. If you have not already sent your acceptance, please attend to this promptly by contacting Peter Hyland, whose contact details are on the back page of this journal.

With the weather improving, albeit slowly, we can look forward to more outdoor activities within the Club. Time now to get into your garage and ensure your Rolls-Royce or Bentley will be well-prepared in readiness for the Terribly British Day on Sunday December 4th, the day after the gathering at Poachers' Pantry. Let's make it a well-attended event. Will Martin Bennett have his wonderful Silver Wraith out for its first run for us all to admire?

Looking forward to a good gathering of members at both the Christmas Lunch on 3rd and the Terribly British Car Display on 4th December.

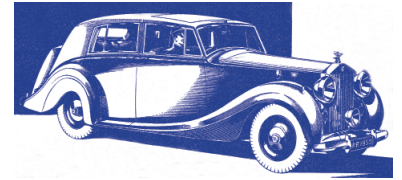
Ian Irwin O.A.M.



Front Cover picture: For a few days your Editor's 1950 Silver Wraith H.J. Mulliner touring limousine WHD101 returned to its home city of Melbourne where it was displayed at the magnificent Royal Exhibition Building in Motorclassica – Australia's premier classic car exhibition.

From the Editor

hjmullinersw@bigpond.com



When planning this edition of *The Capital Letter* I was reminded of an emailed message received from a Branch member recently, in which he offered the view that “of course the content of any Club membership magazine depends for its very existence on contributions from the members – it is *their* magazine”. From time to time we are blessed with member contributions, but when we’re not I’m afraid the membership will just have to put up with what the Editor puts in, and I’m sorry readers, but it’s all about me in this edition!

More particularly it’s about my car, which has waited patiently for many years to be restored to its original early post-war glory, and deserves its fifteen minutes of fame. Actually, it has already done rather better than that, with three days on display to the paying public at Motorclassica in Melbourne’s Royal Exhibition Building where in the 1960s I used to go to the annual Melbourne Motor Shows.

The Silver Wraith attracted many favourable comments, in particular for the colour scheme that I chose. However, I must disclaim any credit for that as I did not choose any of the colours. The restoration did not deviate in any way from either the exterior paint colours or the interior colours in which it was delivered when new in 1950.

Hope to see you all at Terribly British.

Martin Bennett



Below: WHD101 being loaded at Real Steel, Queanbeyan, for its adventure back to its original home city of Melbourne for exhibition at the Royal Exhibition Building.

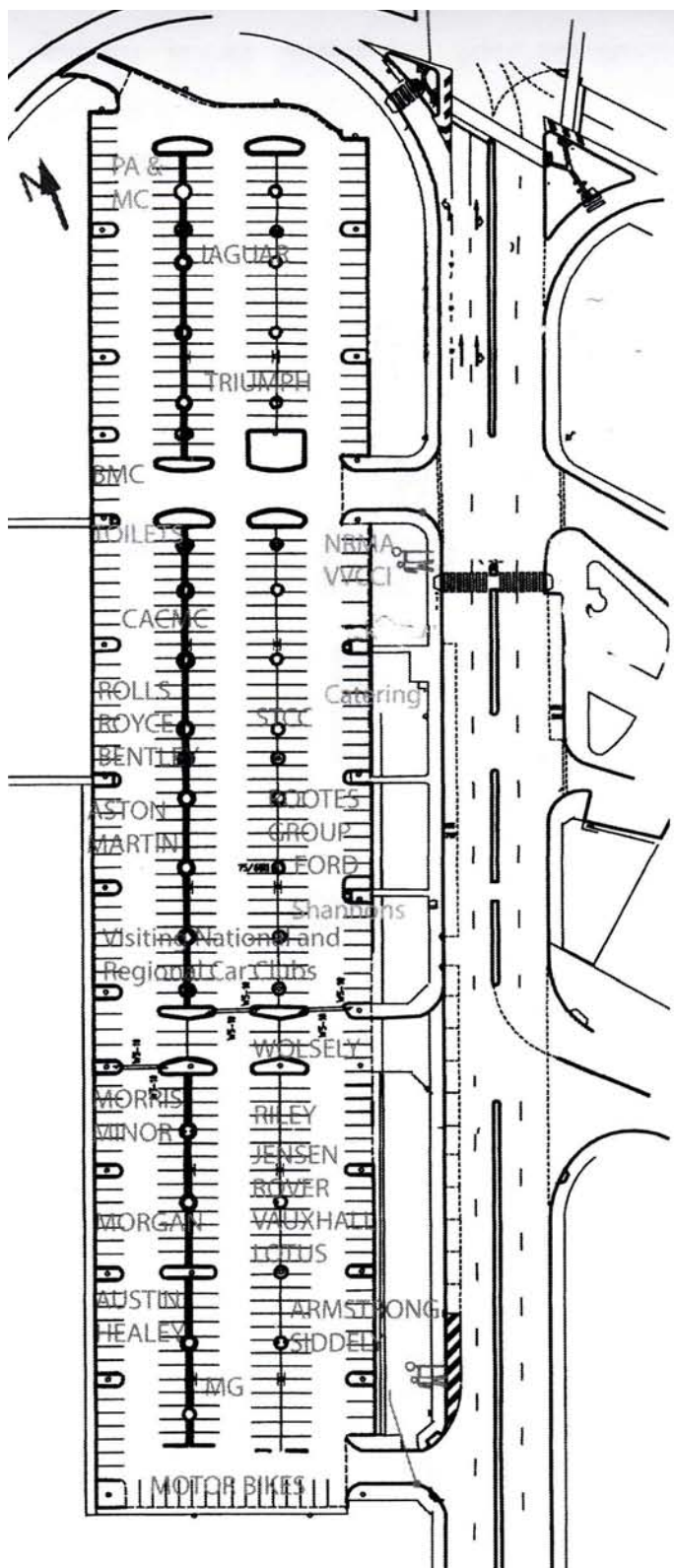


Branch Events Calendar

Our past long-standing arrangement with the Ainslie Football Club for our monthly meetings and bistro meal get-togethers has been re-established following the extensive refurbishment of the Club's facilities, so our monthly meetings have regained their former familiarity.

Saturday December 3rd: End of Year function at the Poachers Pantry.

Sunday December 4th: Terribly British Day in the Treasury car park (see below).



Terribly British Day marque allocation diagram

This diagram (left) shows our allocated position in the Treasury car park for this year's 'Terribly British Day'. The Rolls-Royce and Bentley area may be seen on the left of the diagram, about a third of the way down from the northern end.





Motorclassica, the Royal Exhibition Building, Melbourne. There was a special display of Rolls-Royce cars this year, mainly arranged in a double row along the centre of the hall, though there were others elsewhere in the exhibition.

Motorclassica

Royal Exhibition Building, Melbourne

October 21st - 23rd

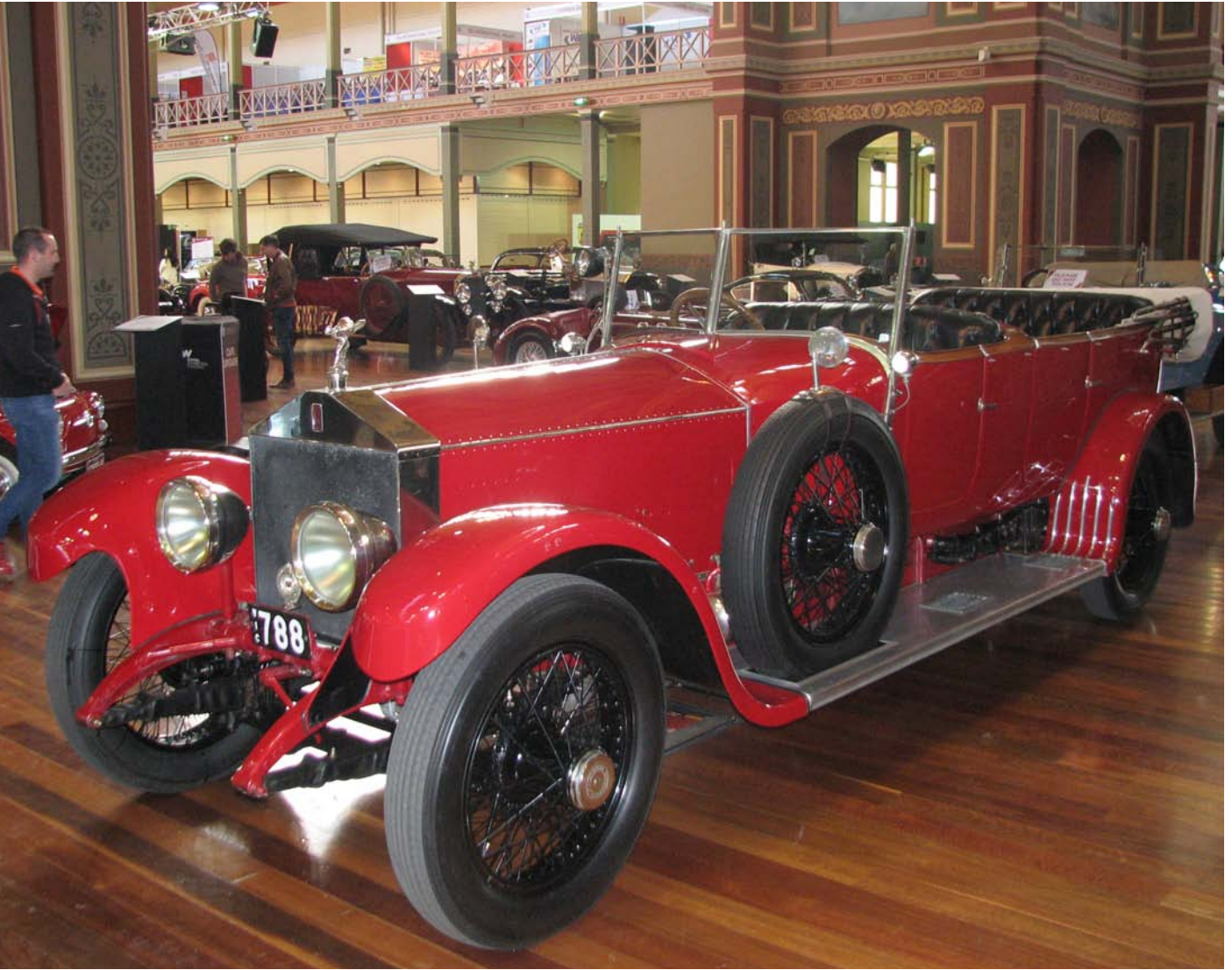
By the Editor

Well before my Silver Wraith WHD101 approached the point at which its restoration could be considered anything like finished I unexpectedly received an invitation to exhibit it at Motorclassica. Not having any expectation that it could be ready in time, as well as wishing to avoid the not inconsiderable costs of getting it to Melbourne and back, I was of a mind to decline the invitation. However, people kept saying “What? Turn down an invitation to have your car in Motorclassica? Are you mad?” – or words to that effect. There was to be a special display of Rolls-Royce cars this year, so that was another incentive not to thoughtlessly turn down the opportunity.

To cut a long story short, there is nothing like a deadline to concentrate the mind and through a super effort by Real Steel in Queanbeyan the car was made sufficiently ready to

keep its appointment. You may read what you like into the word “sufficiently” here! The deadline came around 24 hours earlier than expected because the transport people needed it, and it still wasn’t really finished. In fact the rear window was still being installed minutes before the truck arrived. A few details needed to be ‘faked’ a little: for example the side-steps were not finished (keep the doors closed!), the boot interior hadn’t been trimmed (don’t open it!) and some of the interior woodwork wasn’t properly refinished (don’t encourage looking too closely!). Other bits and pieces were screwed back on in their unrestored state. Nevertheless, the Real Steel crew had worked wonders in a very limited time-frame and they had ensured that the car looked fabulous in the historic surroundings of the Royal Exhibition Building.

Judging by the comments I’m pretty sure I got away with it! ➡



Above: Richard Knight's 1923 Silver Ghost Waring Bros tourer, 97LK, which Richard has owned since the 1960s.

Below: Paul & Clare Lukes' 1929 Phantom II George Williams tourer, 111WJ, was driven down from Sydney in appalling weather which didn't prevent its appearing immaculate in the exhibition.





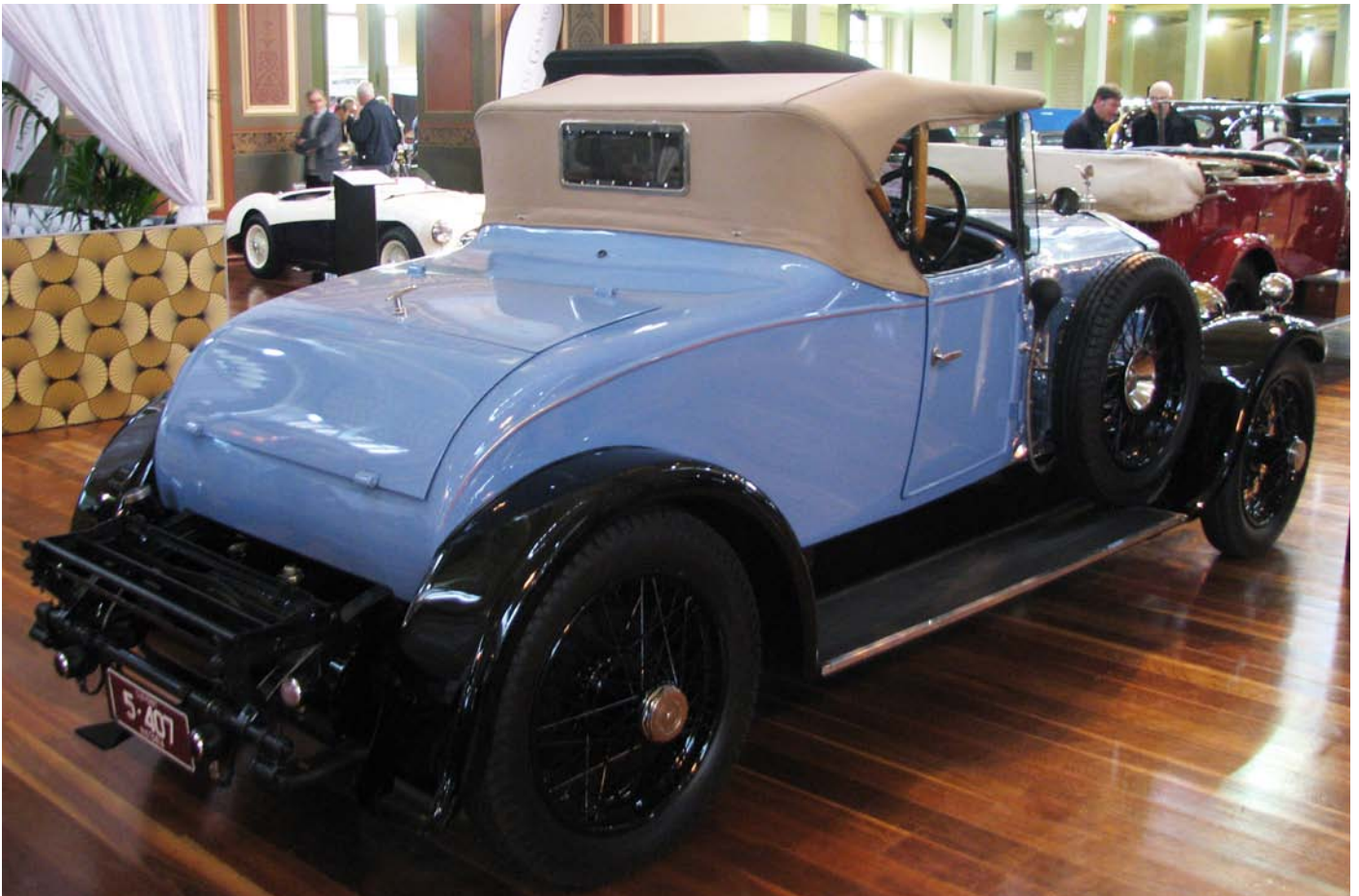
The rear interior of your Editor's Silver Wraith, WHD101.





Above: Fly-fishing trips to the Snowy Mountains, leisurely drives in the Dandenongs, cruising the New South Wales south coast – what a dream car! A fabulous Bentley Mk VI Park Ward drophead coupé exhibited by David Ekberg.

Below: This pretty little Twenty Horsepower, of which I am still remiss in not knowing the chassis number, has roadster coachwork by Melbourne coachbuilder Martin & King and was last seen at the Federal Rally in Bendigo.





Above: David Jones exhibited his long-boot Silver Dawn, SOG36. Your Editor cannot recall ever seeing another Silver Dawn in as close to new condition as this one. It withstands very close scrutiny indeed.

Below: Peter Jordan-Hill showed his very fine 1939 Wraith Hooper saloon, WRB60.





This page & opposite top: In addition to 111WJ (page 6) Paul & Clare Lukes exhibited a second 1929 Phantom II, 4GY, in chassis form. It has been superbly restored by the Lukes' business, Paradise Garage, and must be seen to be believed!





4GY: the attention to detail is staggering. This car was formerly owned by Bruce Ismay, Chairman of White Star Line, owners – albeit briefly! – of 'Titanic'.



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Telephone: 0405 090 774 or 02 6258 1619

Email: scpcarservices@gmail.com



WHD101 at Motorclassica.

BRANCH COMMITTEE

President:

Ian Irwin
P.O. Box 333
Hall
ACT 2618
02 6259 9770
eleanor.11@bigpond.com

Senior Vice-President:

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

Junior Vice-President:

Peter Toet
PO Box 149
Belconnen ACT 2616
0408 697 105
ann.toet@bigpond.com

Secretary & Treasurer:

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

Registrar:

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

