



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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PO Box 773, Mawson, A.C.T. 2607

FOR ROLLS-ROYCE AND BENTLEY ENTHUSIASTS

April / May 2017



3DL126

1938 Phantom III 7.3 litre V-12 engine

Paul & Dorothy Hesse

**Special Canberra Federal Rally
Edition**

From the Branch President

No need to state the obvious, but I will anyway. The Canberra 2017 Federal Rally has come and gone. We were so lucky to escape without any rain, while to the north of us there was rain for days. Some of our participants drove through blinding rain in the Southern Highlands. Manuela Bennett asked of Martin: "I suppose the Concours was affected by the rain," or words to that effect. Martin's reply was "What rain?". It had been pouring all that morning in Goulburn, just up the road. And then when we farewelled our interstate participants with a breakfast at Sutton, it was a glorious sunny day. But not for long.

But let's focus on the really good news. The Rally ran ever so smoothly, and we have received a considerable amount of praise from all quarters. Indeed, the challenge was significant for our Club with small numbers in the immediate area, but the Committee met the challenge. We were well supported by some of the locals in the lead-up period, and also during the event.

I must thank everyone who contributed to the success of the event. Huge workloads were shouldered by Al & Di Kinloch, and Peter Hyland, while Ken Baldwin, Martin Bennett and Ken Lo also played significant roles. Thanks too are due to Peter Toet who organised the Public Display Day on Sunday 19th March.

I reviewed all aspects of the event at the April meeting, and I now say: Bravo! For a job well done! We can feel justifiably proud. See you next meeting.

Ian Irwin O.A.M.



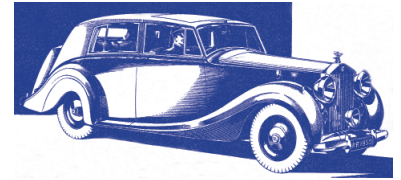
Left: Diane Kinloch, in addition to the vast workload that she took on in the organisation of the Federal Rally, was equally impressive as M.C. at the Presentation Dinner. She is seen here during the evening at the National Museum of Australia, with Lavinia English (N.S.W.).

Photograph by Fred English (N.S.W.).

Front Cover picture: Not often do we have a glorious Rolls-Royce motor car engine on our front cover, but in this instance it is entirely appropriate, given the Phantom III focus of the Federal Rally, to pay tribute to the Phantom III and its 7.3 litre V-12 engine. Here the superb engine of Paul & Dorothy Hesse's 3DL126 is proudly exhibited on the Sunday Display Day during the recent Federal Rally in Canberra. Photograph by the Editor.

From the Editor

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No reasonable person could claim that the recent Federal Rally hosted by our Branch could be considered any less than an outstanding success. It ran like a well-oiled machine, and without wishing to in any way detract from the dedication, determination and just plain hard work expended on this occasion, it is worth pointing out that we have achieved similar successes several times before and there is no reason to suppose that we cannot continue to do so. The next Federal Rally to be hosted by us will be in 2023, so it's not as though we don't have time on our side!

Beside this collective success for our Branch, there was also a personal success that came into sharp focus at the Presentation Dinner. I was astonished to find myself being called to the podium no fewer than three times to be presented with trophies for WHD101. Although I have been involved in R.R.O.C. concours judging for several decades, this was my first attempt on the receiving side. The very height of my expectations, if it could be said that I had any expectations at all, was that I might have had some chance of winning the award for the Silver Wraith, Silver Dawn and Phantom IV Class. As it happened I did win that, but was also awarded the Trophy for the Best Post-War Coachbuilt car. What bowled me over, though, was finding that I had also won the Company Trophy for the Best Restoration, which experience has shown me is a highly sought-after Trophy which I had not in my wildest imagination ever thought of winning. A good friend in the Club remarked that I could now cross that off my Bucket List, to which I replied that my Bucket List was never so ambitious as to take in the possibility of winning the Company Trophy!

The Overall Winner of the Concours (and not for the first time) was Lex Lynch (Vic.) whose 1950 Bentley Mk VI B111JN is a study in the patient pursuit of perfection. Lex was also awarded the Masters Class Trophy.

At the end of the presentations it is traditional to present the Frank Cove Trophy, for the most significant contribution to the organisation and running of the Federal Rally. It was a great moment when Branch President Ian Irwin was called upon to present the Trophy to Alastair & Diane Kinloch.

It is with great pleasure that we welcome back into our Branch Ian Oliver who brings the delectable 1951 Bentley Mk VI Park Ward drophead coupé B14MD, of which we had a glimpse on page 8 of the November / December 2016 edition of *The Capital Letter*, as well as a 1951 Silver Dawn.

On a sadder note, it is with regret that I report that shortly before going to press came the news that former Branch member George Shores had passed away, after some years of retirement in Queensland.

Martin Bennett

Right: Your Editor at the Federal Presentation Dinner at the National Museum of Australia, still stunned after being awarded three Trophies for Silver Wraith WHD101, including the Company Trophy for the Best Restoration (left foreground). Photograph by Fred English (N.S.W.).





Above: A very small part of the Sunday Display Day field.

The 2017 R.R.O.C. Federal Rally Canberra, March 15th to 20th



Left: At the Welcome Reception, Old Parliament House: A.C.T. Branch members Bryce Ronning (left) and Stephen Beer.

Below: Peter Moran (N.S.W.) and Chris O'Rourke (A.C.T.) enjoying the Welcome Reception.





Above: Branch President Ian & Ida Irwin's 1910 Silver Ghost 1404 attracted considerable attention. It was the oldest car on the Rally.

Right: 1925 Silver Ghost doctor's coupé by Gill, 122EU, owned by Denis Deasey (Vic.). See also page 16. Photograph by Fred English (N.S.W.).



Left: It is not every day that we see a car combining Rolls-Royce and Holden design and manufacturing expertise. The chassis is 1926 Rolls-Royce 20 Horsepower GCK10 with coupé coachwork by Holden's Motor Body Builders Ltd (later to become General Motors-Holdens) built on the Rolls-Royce chassis for Lady Holden, wife of Sir Edward Holden. It has been owned since the early 1970s by A.C.T. Branch member Robert Clarke.

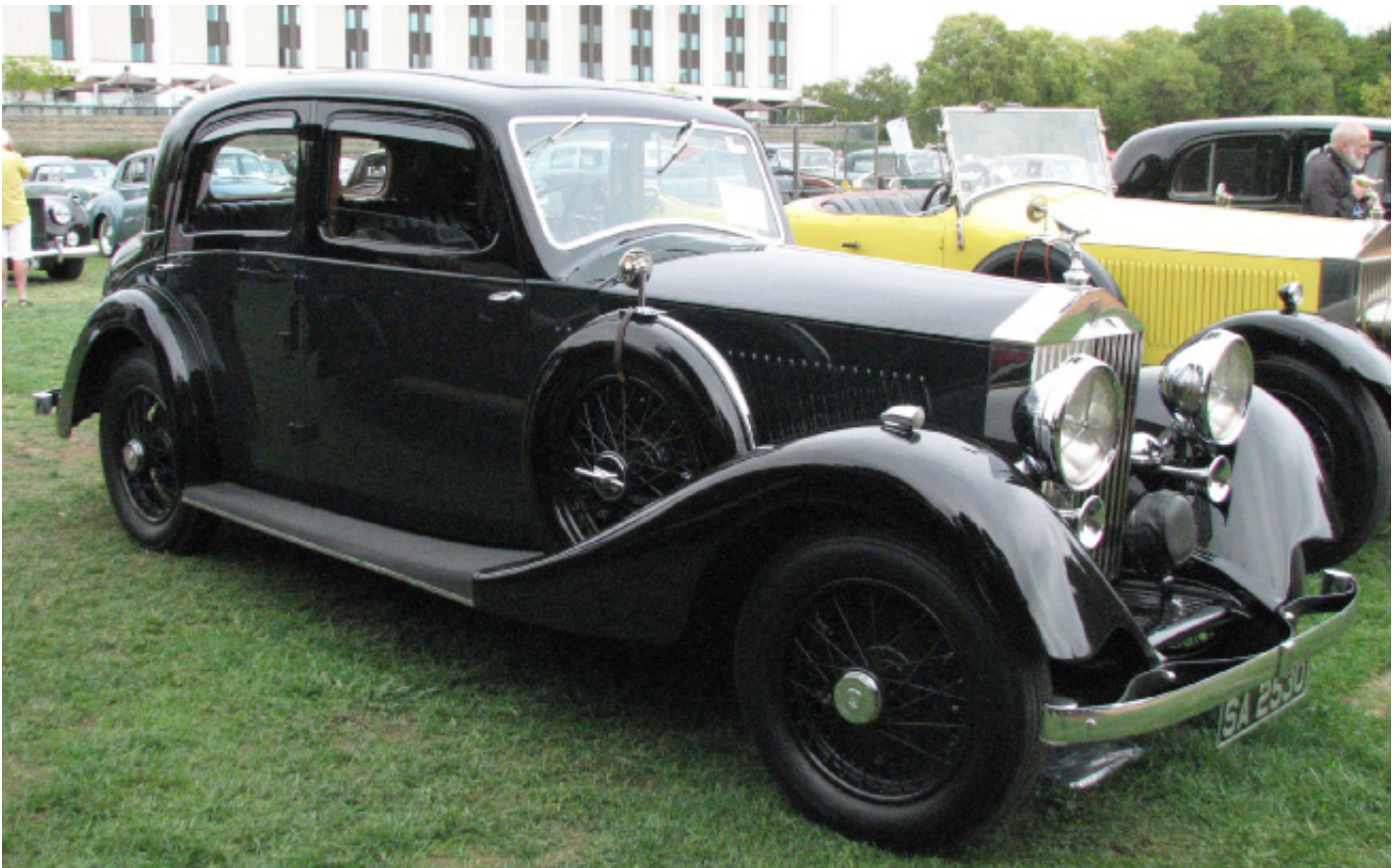




Above: Paul & Clare Lukes brought their 1929 Phantom II, 111WJ, which rejoices in magnificent tourer coachwork by Sydney coachbuilder George Williams. Paul was awarded the Sir Henry Royce Foundation Award for excellence in the style of Sir Henry Royce for the very high quality of his decades-long technical work with Rolls-Royce and Bentley motor cars.

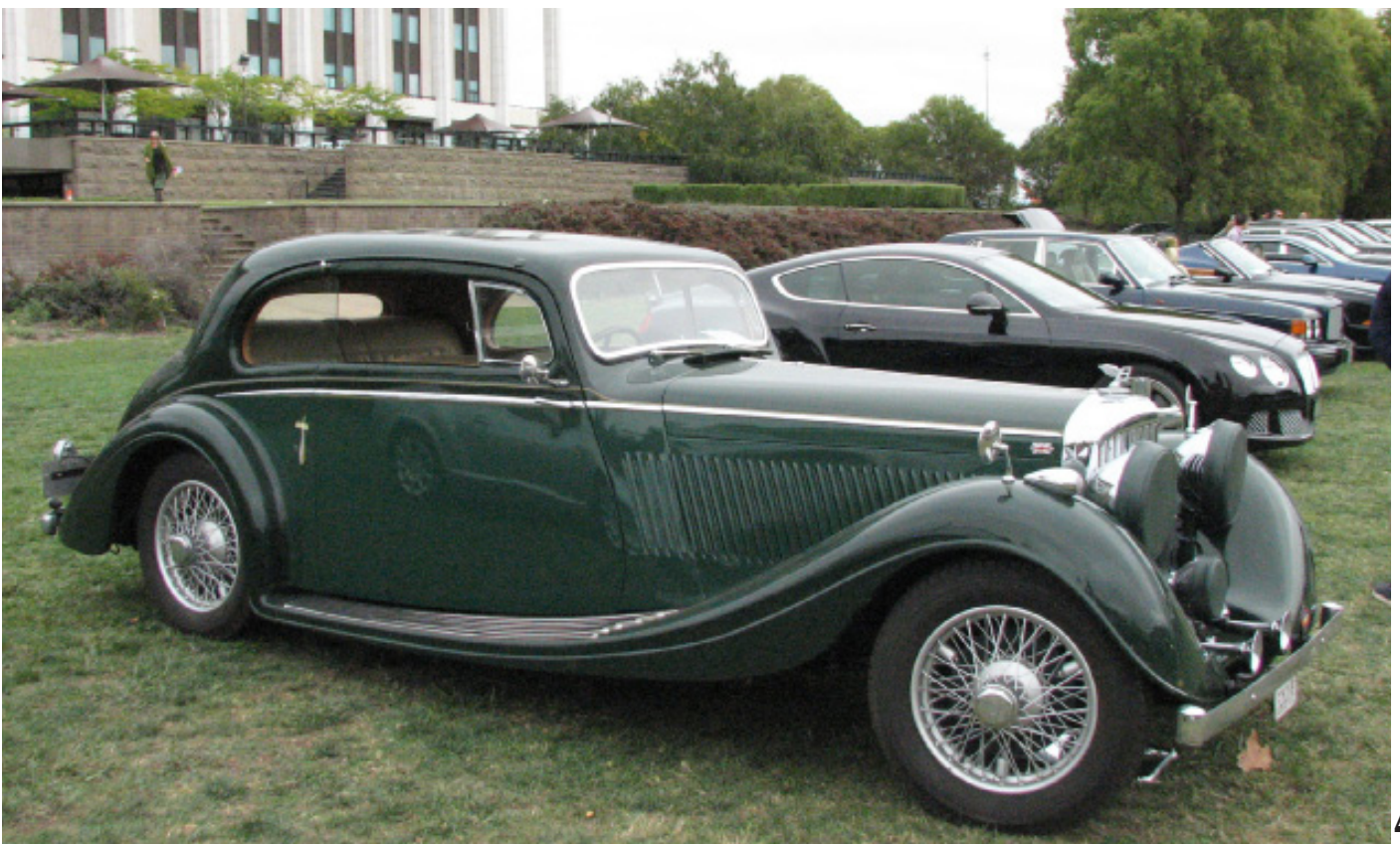
Below: Judges at work on Di Kinloch's 1937 Bentley 4 $\frac{1}{4}$ -Litre Park Ward saloon, B80LS. They were sufficiently impressed to award it the Trophy for the Derby Bentley Class.





Above: Pre-war cars that are willing and able to be driven great distances, with owners of the same willingness, are thin on the ground nowadays. This Trophy-winning 1937 25/30 h.p. Martin & King saloon, GRO4, and its owner Rory Poland (S.A.) amply qualify. It was driven to the Rally from Adelaide, with Mick Rust (W.A.) sharing the driving, and it won the Trophy for the best car with Australian Coachwork.

Below: In the late-1930s when Gurney Nutting's Chief Designer A.F. McNeil took up the same position with James Young Ltd, his assistant John Blatchley, who had already been entrusted with designing coachwork, stepped straight into the Chief Designer's shoes. This 1936 Bentley 4 1/4-Litre Gurney Nutting coupé B201HM, owned by Mal & Robyn Henderson (N.S.W.), represents one of John Blatchley's earlier and more outstandingly beautiful designs.





Above: 1947 Silver Wraith WVA32, owned by Mark & Barbara Glanville (N.S.W.), is the earliest post-war Rolls-Royce in the Club and its Hooper touring limousine coachwork represents the earliest post-war body style, the very first post-war Rolls-Royce having had the same coachwork design.

Below: At the main entrance of Rally HQ, New South Wales members Abraham & Sally Wahhab's fine 1953 Bentley R-type B582TN which was Concours winner in the Bentley Mk VI & R-type Class.





Above: Bruce & Jeanette Duncan's 1951 Bentley Mk VI B255LH is in wonderful condition. Bruce, as well as being New South Wales President, knows exactly how to present a car, and accordingly won the Trophy for the Best Post-War Car.

Below: This 1954 'long boot' Silver Dawn SRH62 takes very long distances in its stride. It is owned by Robert & Margaret Smith (Qld.).





Top, left & right: The Phantom III was the theme model of the Rally and six of them were present. In the sunshine at Old Parliament House are, from left to right in chassis number order: H.J. Mulliner saloon with division 3AZ204 (Geoff Holt, N.S.W.); Windovers saloon 3CM45 (Keith Wherry, N.S.W.); H.J. Mulliner saloon with division 3DL126 (Paul Hesse, N.S.W./A.C.T.); Hooper limousine 3DL134 (Paul Hesse, N.S.W./A.C.T.); H.J. Mulliner limousine de ville 3DL146 (Martin Glynn, Qld.) and Hooper limousine de ville 3DL150 (Alastair Kinloch, A.C.T.).

Below: Three former Vice-Regal cars at Old Parliament House. Victoria Branch member David Bick's 1958 Silver Wraith H.J. Mulliner limousine HLW48 is flanked by the two Sir Henry Royce Foundation 1967 Phantom Vs 5VF159 (foreground) and 5VF155.





Above: At the Welcome Reception, Old Parliament House: A.C.T. Branch members Jane Beer and Gos Cory.

Above: N.S.W. members, from left, Mark Glanville, Graham Lawrence and Charlie Frew.

Below: 1976 Phantom VI Mulliner Park Ward limousine PRH4840, owned by Eric & Amanda Henderson (Vic.).





Above: The fine illustrated talk on the Phantom III by Steve Stuckey (A.C.T.), on the right of the photograph, was very well attended and much appreciated.

Below: Here we see an historic picture from Steve's extensive Phantom III photograph collection, showing Experimental PIII 33EX in the United States where comparison tests with lower-priced American cars – in this case a straight-eight Buick – were carried out.



Letter to the Branch President from the Federal President

Dear Ian,

My congratulations to you and your committee for the works done, you can all now relax for another 6 years!

I must say that a very enjoyable Rally was had by all, I have heard no bad comments only praise for all the very different activities your Rally Committee had arranged, which only could take place in Canberra.

Canberra has much to offer and not many interstate members would have the opportunity to visit some of the many attractions that are available.

Thanks again for your work in arranging the Rally and please pass on my thoughts to the committee and members.

I look forward again to travelling to Canberra in the next two weeks and can pick up the trophies at this time if convenient for their return to Melbourne for engraving, before shipping to the next Rally in Clare.

Best regards,

Neil Matthews

RROC Australia Federal President

Letter to the Branch President from his New South Wales counterpart

Hello Ian

Just a brief note to say how we enjoyed the Rally last weekend. It has been a number of years since I have been to Canberra and the Rally was well situated to highlight how easy Canberra is to negotiate.

The venues were excellent and I particularly enjoyed the Dawn Patrol breakfast – a unique experience. The Sunday display was so well set out and again was in an excellent venue. Many people wandered through the display and were able to enjoy the cars.

Weather was perfect and the “fly past” of the new jet fighters was a stroke of genius – I can’t imagine how you organised that !!!

We have our March General Meeting scheduled for tonight and I am sure we will hear many tales of what a great time our members had in Canberra. Please pass on our thanks to your team for a great event, well organised and well run.

Kind regards,

Bruce Duncan
President
RROCA - NSW





Above: The Federal Presidential Silver Wraith. Many Long Wheelbase Silver Wraiths were 7-seater formal limousines. Not so this 1953 example, BLW78, which rejoices in nicely-proportioned touring saloon coachwork by Park Ward. Owners: Neil & Louise Matthews (Vic.).



Above: Paul Lukes (N.S.W., left) and Ken Baldwin (A.C.T.). Paul was awarded the Sir Henry Royce Foundation Trophy, while Ken was tireless in the process of organising the Federal Rally.

Below: Enjoying the evening air of the back verandah during the Welcome Reception at Old Parliament House are Western Australians Mick Rust (left) and Julian Walter.



Below: Winner of the Bentley Trophy, another superbly-presented car – and what can one say about the mouth-watering S3 Continental 'Flying Spur' coachwork style? BC96XE is a 1965 model owned by Graham Lawrence (N.S.W.).



RESULTS OF THE 2017 FEDERAL CONCOURS

59th Annual Federal Rally

Canberra A.C.T., March 18th

Class 1 Pre-Ghosts & Silver Ghosts

1925 Silver Ghost, Chassis No. 122EU, Doctor's Coupé by Gill

Owner: Denis Deasey

Class 2 Phantom I & Phantom II

No Entries

Class 3 20HP & 20/25

1922 20hp, Chassis No. 42G1, Tourer by Diskon & Molyneux.

Owner: David & Clare Davis

Class 4 25/30, Phantom III and Wraith

1937 25/30, Chassis No. GRO4, Saloon by Martin & King

Owner: Rory Poland

Class 5 Derby Bentley

1937 4 1/4 Litre Bentley, Chassis No. B80LS, Saloon by Park Ward,

Owner: Alastair & Diane Kinloch

Class 6 Silver Wraith, Silver Dawn & Phantom IV

1950 Silver Wraith, Chassis No. WHD101, Touring Limousine by HJ Mulliner

Owner: Martin Bennett

Class 7 Bentley Mark VI and R-Type

1953 Bentley R-Type, Chassis No. B582TN, Standard Saloon

Owner: Abraham Wahab

Class 8 Silver Cloud I, II & III, Bentley S1, S2 & S3

1957 Bentley S1, Chassis No. B464EG, Drophead Coupé Conversion by Roger Fry & Sons

Owner: Ian Maitland

Class 9 Silver Shadow, Bentley T Series and derivatives and Phantom VI

1980 Bentley T2, Chassis No. SBH40622, Standard Saloon

Owner: Mike Mulvihill

Class 10 Silver Spirit I, II & III and Derivatives and equivalent Bentleys and Derivatives

1990 Silver Spirit II, Chassis No. ASL32222, Standard Saloon

Owner: Howard Wraight

Class 11 Silver Seraph, Bentley Arnage and Derivatives

2002 Bentley Arnage, Chassis No. BF208844, Standard Saloon

Owner: Ross Johnson

Class 12 Goodwood Phantom and derivatives

No Entries

Class 13 Bentley Continental GT and Derivatives

2005 Bentley Continental GT, Chassis No. BE526304, two-door Coupé

Owner: John Cranley

Masters Class

1950 Bentley Mk VI, Chassis No. B111JN, Standard Saloon

Owner: Lex Lynch

Australian Coachwork Trophy

1937 25/30, Chassis No. GRO4, Saloon by Martin & King

Owner: Rory Poland

Post-War Original Coachbuilt Trophy

1950 Silver Wraith, Chassis No. WHD101, Touring Limousine by HJ Mulliner

Owner: Martin Bennett

Jason Roger Fry Post-War Non-Original Coachbuilt Trophy

1957 Bentley S1, Chassis No. B464EG, Drophead Coupé conversion by Roger Fry & Sons

Owner: Ian Maitland

The Company Trophy – Awarded for the Best Restoration

1950 Silver Wraith, Chassis No. WHD101, Touring Limousine by HJ Mulliner

Owner: Martin Bennett

E. (Jack) Vidler Shield for Age & Authenticity

1925 Silver Ghost, Chassis No. 122EU, Doctor's Coupe by Gill

Owner: Denis Deasey

Bentley Trophy

1965 Bentley S3 Continental Flying Spur, Chassis No. BC96XE, saloon by HJ Mulliner.

Owner: Graham Lawrence

Best Post War Trophy

1951 Bentley Mk VI, Chassis No. B255LH, Standard Saloon

Owner: Bruce Duncan

Best Pre War Trophy

1937 Phantom III, Chassis No. 3DL146, Sedan de Ville by HJ Mulliner

Owner: Martin Glynn

Overall Winner

1950 Bentley Mk VI, Chassis No. B111JN, Standard Saloon

Owner: Lex Lynch

Frank Cove Trophy

Alastair & Diane Kinloch





Left: An elated Denis Deasey (Vic.) with the magnificent E.J. Vidler Shield for Age and Authenticity, won for his equally magnificent 1925 Silver Ghost 122EU (see page 4).

Photograph by Fred English (N.S.W.).

Below: Cars arriving for the Farewell Breakfast in Sutton. The yellow Silver Ghost is 64EU, Mick Matheson (N.S.W.), and in the foreground are, left to right: 1997 Bentley Brooklands BEV59640, 1957 Silver Cloud SFE67, both owned by Peter & Kate Colwell (A.C.T.), and 1976 Phantom VI Mulliner Park Ward limousine PRH4840, Eric & Amanda Henderson (Vic.).





Above: Julian & Cheryl Walter (W.A.) brought their beautiful and sporty 1955 Bentley S1 Continental BC25AF, seen here at the Farewell Breakfast with the sun rising over Sutton Village.

Below: Keith Wherry & Marie Harland (N.S.W.) getting ready to depart for home from the Farewell Breakfast in their 1912 Silver Ghost George Williams tourer 2133.





***Above:** Steve Stuckey took this shot of your Editor after spotting the juxtaposition of 1938 Phantom III H.J. Mulliner saloon with division 3DL126, owned by Paul & Dorothy Hesse, and the Editor's 1950 Silver Wraith WHD101 of similar coachwork configuration, by the same coachbuilder, in the background. The Japanese number plate on 3DL126 (complete with faux rusted screws!) is a souvenir of its appearance in the 2014 U.S. movie 'Unbroken', shot in Australia including in Pitt Street, Sydney, made to appear like a 1942 Japanese street scene. Steve drove 3DL126 throughout the Rally.*



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Blow-out!

By Peter Colwell

In the eleven years that Kate and I have owned our Silver Cloud SFE87, I can say that not once ever has it failed to proceed, failed to start, or caused us the slightest problem while away on trips and tours. It has been to Adelaide twice, Hobart the long way, Bendigo, Orange, Newcastle three times, and many other shorter trips.

So it was a surprise when this happy state of affairs was rudely interrupted while on our way home from the recent Canberra Federal Rally. We were motoring serenely as one does in the Silver Cloud, somewhere south of Cowra when there was a huge bang, followed immediately by an unseemly flapping sound as the now-shredded rear tyre tried to destroy its mudguard. We came to a quick stop with the rim on the ground. I expected the mudguard to be a mess, so I was very happy to see that it was in perfect shape, the only damage being some minor scratching to the inner guard from the tyre's gauze layer.

Then it hit me! Erk! The hubcap was nowhere to be seen. A search began. Meanwhile, a farmer right across the road was dry-ploughing his paddock, with an intense dust cloud blowing all over us, the car, and dangerously blocking road visibility. He later came over and apologised, but I was not concerned at that point. It was just not our day.

It was the left rear tyre, so it was reasonable to assume that the hubcap would be somewhere near the long black mark on the road, on the same side. Lets just say that after half an hour of unsuccessfully scouring the high grass, we were at the point of despair. Then suddenly Kate spotted the sun reflecting on something shiny in the grass *on the opposite side of the road*. There is a God!

The hubcap was in good shape except for some slight denting to the circumference. I took it to Mark Nugent in Dubbo for his opinion. Mark is well known to many R.R.O.C.A. members, having done extensive body and fuel tank construction work on several Club Silver Ghosts.

Mark used his skills and pretty soon the hubcap was as good as new again. But there was a further problem. The inner coloured ring was loose with some of its 'speed clips' missing. On Mark's advice I contacted Rare Spares, who lo and behold, had the exact item in stock.

A few related points:

1. The NRMA were extremely efficient and helpful. I could not jack the car because it was too close to the ground. But their call-centre has no idea of geography, hopeless. I had to spell out C-O-W-R-A.
2. We called at a Cowra tyre shop to check the wheel security etc, and the young mechanics fell about at the sight of BRASS nuts and left-hand thread.
3. Four drivers stopped to offer assistance. Even without the NRMA we would have had no serious problem.
4. There was no obvious explanation for the blowout. All four tyres were in excellent condition. And fortunately the spare was brand new.
5. With our dignity now under control, we continued home without further incident. After a night in Cowra.



Tailpiece . . .



Alastair Kinloch's Phantom III 3DL150 (foreground) and Martin Glynn's 3DL146 have essentially similar limousine de ville coachwork, the former by Hooper and the latter by H.J. Mulliner. It is difficult to escape the conclusion that one coachbuilder copied the other, and in this instance Hooper is known to have been the copyist, though most coachbuilders did the same thing quite routinely in those days and none of them seemed very concerned about it.

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