



# THE CAPITAL LETTER

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



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**DEDICATED TO ROLLS-ROYCE & BENTLEY ENTHUSIASTS**

**Summer 2018 / 2019**



B122KM

1951 Bentley Mk VI

Mark & Barbara Glanville (N.S.W.)





# From the Editor & President

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A recent sudden increase in the costs associated with the printing and mailing of *The Capital Letter* has meant that a decision needed to be made as to whether a printed, hard-copy newsletter could or should continue to be mailed to every member *automatically*. At the November Meeting of the Branch, each and every member present indicated a preference for an emailed copy which, needless to say, may be printed by the member at minimal cost. However, it was also recognised that some members may continue to prefer a printed, hard-copy *Capital Letter* mailed to them, and that option will remain available if they contact the Secretary or President (contact details back page) to make their preference known, in which case it will be accommodated, though an additional cost to the member may be unavoidable.

Our Branch has also resolved to bring itself into line with the rest of the Rolls-Royce Owners' Club and with the times in which we live by establishing a Branch website. This is in hand as I write and you will of course be kept informed of progress.

The Events Calendar opposite sets out events proposed for the whole of 2019. Apart from set-piece events such as 'Wheels' and the 'Terribly British Day', neither the timing nor the detail of most of the proposed events are carved in stone and members are invited to suggest changes to any of them, or indeed additional events, which can be added in any month. Our October run will be timed to avoid the Motorclassica weekend as some of our members have indicated that they like to spend a weekend in Melbourne for that event. The Events Calendar also reflects a recent Committee decision to reduce our regular Branch Meetings from monthly to every second month, which should be sufficient to deal with the volume of business we typically need to transact.

While on the subject of events, our End-of-year Get-together at Collector on December 1st was a resounding success enjoyed by the many members participating (see pages 12 to 14). In addition to our more local members, it was good to wel-



*Our Secretary Peter Hyland and his 1982 Silver Spirit ASC04176 (both on the left of the photograph) took part in the SMART Register rally in and around the riverside border town of Echuca, organised by Federal Treasurer Bruce Duncan, who also kindly provided the photograph.*



**Front Cover:** New South Wales Branch members Mark & Barbara Glanville's 1951 Bentley Mk VI B122KM outside the Bushranger Hotel in Collector where they had joined us for our End-of-year Get-together lunch, as well as helping to swell our numbers at the Terribly British Day in Queanbeyan the following day. Photograph by the Editor.

come members Sandra Filler, all the way from Port Macquarie, Tim & Linda Collins from Gerringong in their 1986 Silver Spirit, and N.S.W. Branch members Mark & Barbara Glanville from Sydney in their 1951 Bentley Mk VI. Several members receiving the Club subsidy for this event donated the money straight back to the Club, which focused the collective mind of your Committee on whether the annual subsidising of this event, which has quite a long history, can now be discontinued, with the result that it has been.

Rounding off the Club year, the new venue for the Terribly British Day, Queanbeyan Park (see pages 15 to 19), provided a pleasant backdrop to a remarkable array of Club cars. Like last year, this year's display was helped by our New South Wales friends who contributed six very fine cars to the creditable total of 16. To top it off, we were privileged to welcome N.S.W. President Jeanne Eve and the Club's Federal President Joe Quattrocchi. My thanks to all those who contributed in their various ways – it was quite a day! Our next display day is 'Wheels' (March 3rd) and as 2019 is the Centenary year of the Bentley marque, to celebrate the occasion we are hoping for as many Bentleys as possible.

*Martin Bennett*  
Branch President

## *Branch Events Calendar*

### **FEBRUARY**

**Wednesday February 6th:** Branch Meeting at the Ainslie Football Club. Dinner from 6.00 p.m., Meeting at 7.30.

**Sunday February 24th:** Joint Run (with the New South Wales Branch) to Bungendore for lunch at the Lake George Inn, to commemorate the first Rolls-Royce car to arrive in Australia, February 1907.

### **MARCH**

**Sunday March 3rd:** 'Wheels 2019' Display Day, Queanbeyan Showground. Cars for display in place by 9.30 a.m., please.

### **APRIL**

**Wednesday April 3rd:** Branch Meeting at the Ainslie Football Club. Dinner from 6.00 p.m., Meeting at 7.30.

**Sunday April 7th:** Open-bonnet technical day at the home of Ian & Tina Oliver with a visit to the nearby car collection.

### **MAY**

**May 1st - 6th:** Annual Federal Rally, Toowoomba, Qld., hosted by the Queensland Branch.

**Sunday May 19th:** Open day at Peter & Ann Toet's garages in Evatt and Hall.

### **JUNE**

**Wednesday June 5th:** Branch Meeting at the Ainslie Football Club. Dinner from 6.00 p.m., Meeting at 7.30.

**Sunday June 16th:** 'Battle of Waterloo'. British and French car clubs battle it out for supremacy.

### **JULY**

**Sunday July 14th:** 10.00 a.m. morning coffee at the home of Martin & Manuela Bennett followed by lunch at the Fireside Inn, Goulburn.

### **AUGUST**

**Wednesday August 7th:** Branch Meeting at the Ainslie Football Club. Dinner from 6.00 p.m., Meeting at 7.30.

**Sunday August 11th:** Run to Braidwood for coffee at the Bakery, then on to River Forest Road and the Mongarlowe River picnic area in the Monga National Park for a picnic / barbecue lunch. Picnic tables and coin-operated gas barbecue facilities.

### **SEPTEMBER**

**Sunday September 15th:** Run to Wakefield Park for historic race day. Date and details of this event subject to change.

### **OCTOBER**

**Wednesday October 2nd:** Branch Meeting at the Ainslie Football Club. Dinner from 6.00 p.m., Meeting at 7.30.

**Sunday October 13th:** Brunch run to Sutton Café followed by the Tulip Farm.

### **NOVEMBER**

**Saturday November 30th:** From 9.00 a.m., End-of-Year 'brunch' get-together at the home of Martin & Manuela Bennett.

### **DECEMBER**

**Sunday December 1st:** 'Terribly British Day', Queanbeyan Park.

**Wednesday December 4th:** Branch Meeting at the Ainslie Football Club. Dinner from 6.00 p.m., Meeting at 7.30.





*Above: 1933 Napier-Railton Special, endurance record and track racing car, commissioned by the driver John Cobb, designed by Reid Railton, powered by a 24-litre Napier aero-engine and built by Thomson & Taylor within the Brooklands Track. It achieved many Brooklands and World speed records including the Brooklands Record of 143.44 mph which was never beaten. It is owned by the Brooklands Trust. Photographs by Gos Cory except where otherwise credited.*

# English Motoring and Aviation Heritage Tour

## Part 2 – Brooklands, birthplace of Britain’s motorsport and aviation

*By Gos Cory*

Continuing on from my Bugatti Trust article in the last edition, Brooklands is an imperative museum for historic car and aviation enthusiasts – a time capsule of a century of racing and aviation history. Not only that, while it sounds clichéd it is “alive” as many of the motoring exhibits are regularly used either on the site or elsewhere.

Much of the 100+ year-old-original infrastructure is intact. Buildings, much of the famous Banking and the Test Hill survive. While some parts were demolished to allow the construction of a runway for pre-war test flights, other buildings formerly used for the manufacture of all types of aircraft are now exhibition halls.

Using the original buildings results in the layout being scat-

tered and a little bewildering, particularly the car exhibits which are housed in the original workshop buildings. However once found this gives an authentic atmosphere to everything. For example displays are housed in the original Jackson, Malcolm Campbell Shed and the ERA Sheds and there is even a London Bus Museum. The explanatory leaflet is some help but a detailed guide-book wasn’t obviously available. A more tech-savvy visitor probably could have made good use of the Museum’s detailed website on a smartphone as they moved around.

In contrast there are numerous contemporary attractions such as a 4D Theatre (we sat with Mike Hawthorn as he lapped Le Mans in a D-Type Jaguar), a Concorde Simulator, and a Formula 1 simulator.





***Above:** What remains of the famous old banked track at Brooklands.*

***Below:** Built at Brooklands in 1939, this Vickers Wellington took part in the RAF's daylight bombing raids on Germany early in the Second World War. It lost power during a training flight at the end of 1940 and ditched in Loch Ness where it remained for nearly 40 years before being recovered and returned to its birthplace.*







*Above: This 1931 Bentley 4-Litre with saloon coachwork by Thrupp & Maberly, chassis number VA4088, is still used in the driving tests.*

*Below: McLaren-Honda MP4/6 F1 Show Car.*



Before World War One W.O. Bentley raced motorcycles and cars at Brooklands and during the war he developed aero-engines as a Royal Naval Air Service Lieutenant. Bentley dominated Le Mans in the 1920s largely due to the famed 'Bentley Boys' many of whom regularly raced at Brooklands contributing to its glamorous "golden age". In spite of this connection there is only one example of the marque on display, a 1931 4-Litre displayed in the Jackson shed. On the other hand, in the aviation arena Rolls-Royce exhibits are abundant.

My Motoring highlights included:

- \* Stumbling upon the Napier-Railton Special being driven to the petrol bowlers;
- \* Walking up the Test Hill (quite steep), viewing the banked circuit and realizing its vast scale;
- \* The cluttered old buildings with everything from a 4-Litre Bentley to Ayrton Senna's McLaren F1 car, a 207mph push-bike to a fabulous Brough Superior motorcycle;
- \* The period café with a range of exhibits, tasty pastries and coffee.

In regard to the Aviation exhibits I confess to this being a secondary passion to motoring but few would fail to be impressed by these displays. The Flight Shed is the newest facility, the centre-piece of which is the Museum's Hawker Hurricane Mk.IIA. Additionally a Hawker Fury, Hunter and Harrier, a Sopwith Camel and a Vickers Wellington also fea-



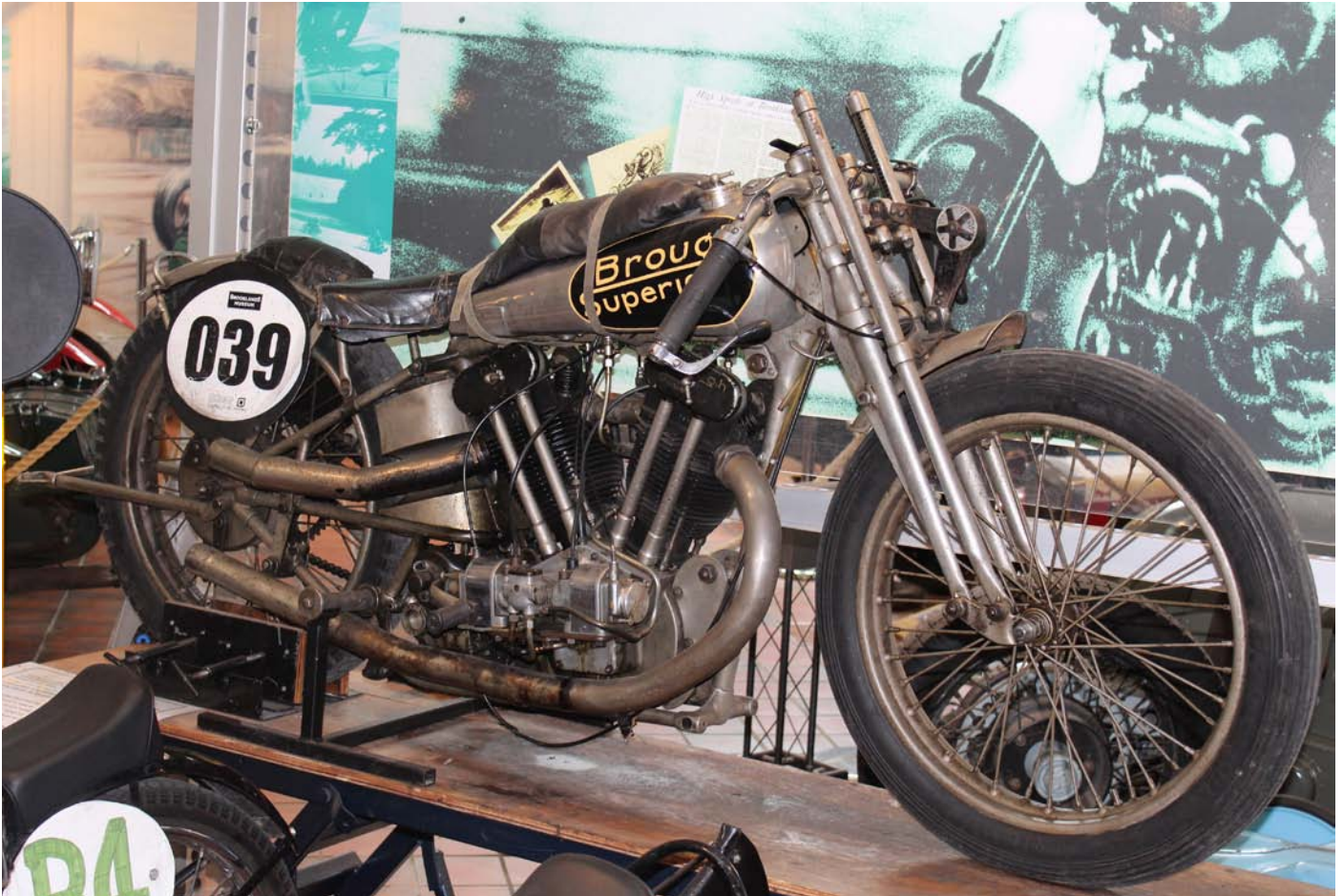


**Above:** Hawker Harrier T.Mk.52, 1971. The Harrier was the first successful Vertical/Short Take-Off & Landing (V/STOL) fighter, controlled by four Rolls-Royce 'Pegasus' jet engines, allowing these aircraft to take off or land almost anywhere. Visitors are able to sit in the cockpit and the writer is seen trying the pilot's seat for size. Photograph by Michael Barnes.

**Below:** The flight-deck of the prototype Rolls-Royce 'Olympus'-powered Concorde supersonic airliner. While the instrumentation looks similar to that of a sub-sonic jetliner the entire payload area is devoted to other data acquisition, cabling and additional avionics.







*Above: 1927 Brough Superior 1,000 cc 'Works Scrapper' built by Freddie Dixon and the Brough Superior Works to be used in an attempt to take the 'World's Fastest' title. The Brough Superior was known as 'the Rolls-Royce of motor-cycles', apparently without incurring the disapproval of Rolls-Royce Ltd. Rolls-Royce exponent T.E. Lawrence ('Lawrence of Arabia') had several of these and met his end having come off one.*

ture. The Aircraft Factory is a former huge hangar set up to demonstrate the techniques and construction of aircraft over the site's history as well as housing many key exhibits.

The northern part of the grounds features several significant, more modern aircraft (mostly Vickers products) including the Sultan of Omar's VC10 which is open for inspection. The major attraction is the Concorde Prototype, complete with a display engine, various other exhibitions and copious technical, political and historical information.

My Aviation highlights included:

- \* Sitting in the cockpit of a Harrier Jump-jet;
- \* A 45-minute tour of the Concorde, many parts of which were made at Brooklands, and learning that there was a wind generator that could be lowered manually if all other power systems failed!
- \* The entire Aircraft Factory Building. The major exhibit is the only known surviving Brooklands-built Wellington. In 1940, it ditched into Loch Ness and is in remarkable condition given it was located in 1976 by Loch Ness Monster hunters and successfully salvaged in 1985;
- \* Seeing how the various trades created the aircraft using seemingly primitive hand-tools, patterns and templates;
- \* The enthusiastic volunteer guides oozing passion and ever-willing to explain the subtleties of their exhibits.

It would have been possible for me to spend a couple of days on this site however one day was a great experience. That assessment probably reflects my disposition towards genuine "real" displays focusing on the detail rather than presentation. Most people should enjoy this museum however it is particularly recommended for anyone with an appreciation for authenticity and originality.

The museum is located on Brooklands Road, Weybridge, Surrey. The admission price is £15. It is very convenient to London and Heathrow Airport and for those interested, a Mercedes-Benz World adjoins with a theme park style showroom and test track.

See <https://www.brooklandsmuseum.com/>







# Run to Yass and Cliftonwood Homestead

November 10th, 2018

***Above:** The Club group at 'Cliftonwood' (ca.1840). This was the home of explorer Hamilton Hume. The nearby Hume Highway broadly followed the overland route between Sydney and Port Philip (Melbourne) surveyed by Hume, though the present-day dual highway deviates from that in places. Hume chose to settle in one of the districts he was instrumental in opening up. Photo by Tony Wade, Cliftonwood's owner.*

***Right:** Narelle O'Rourke contemplating the grave of Hamilton & Elizabeth Hume (see following page).*







*Above:* Seen at one of the fine outbuildings at 'Cliftonwood', Ian & Tina Oliver's 1960 Bentley S2 B25CT is in remarkably fine order, having enjoyed an unbroken succession of fastidious owners from new, none of whom allowed any deterioration.

*Below:* Hamilton Hume, who built 'Cliftonwood' homestead, was a truly Australian explorer, having been born in Parramatta in 1797. By the age of 17 he was already opening up large tracts of New South Wales, reaching Port Philip overland by 1824.







***Above:** Martin & Manuela Bennett brought their 1950 Silver Wraith WHD101, seen here in the bucolic setting of 'Clifton-wood'. Earlier in the day, after breakfast in Yass, it was found that somebody had left a very complimentary note on the car!*

***Below:** The Club group filing through the historic homestead.*







*Above: Our lunch venue, seen over the stately bonnet of Tim & Linda Collins' 1986 Silver Spirit ASG15221.*

*Below: John Tetley and Ian Irwin relaxing on the front verandah.*

## End-of-Year get-together Bushranger Hotel, Collector, N.S.W.

December 1st, 2018







*Above: Our jovial Branch Secretary Peter Hyland.*



*Above: Chris & Narelle O'Rourke's 1957 Silver Cloud SED51.*

*Below: Sandra Filler and Narelle O'Rourke – "catching up".*



*Below: Ian & Tina Oliver's 1951 Bentley Mk VI B162MD.*







*Above: John Tetley's 1987 Bentley Turbo R BSH21535.*

*Below: Manuela & Martin Bennett enjoying a pre-lunch ale following a pleasant run down to Collector in the Silver Wraith. Photograph by Ian Oliver.*



*Above: Tim Collins, enjoying the day.*

*Below: Our front cover car, Bentley Mk VI B122KM, owned by Mark & Barbara Glanville (N.S.W.).*







*Above: Stephen & Jane Beer's 1965 Silver Cloud III SJR309 is one of the last of that model before it was replaced by the Silver Shadow.*

## Terribly British Day Queanbeyan Park

December 2nd, 2018

*Right: From left-to-right: A.C.T. Branch President Martin Bennett, N.S.W. Branch President Jeanne Eve, A.C.T. Branch Secretary Peter Hyland and A.C.T. Branch past-President Chris O'Rourke. Photograph by John Matheson (N.S.W.).*







***Above:** Rob Swain's 1957 Bentley Continental S1 H.J. Mulliner two-door saloon BC14CH, made a much-appreciated re-appearance.*



***Left:** LeRoy Jones (N.S.W.) brought his niece, original 1969 Bentley T Series SBH5531.*

***Below:** Charlie Frew (N.S.W.) cruised happily from Sydney and back in his beautifully-restored 1937 25/30 h.p. Hooper limousine.*







**Above:** Bryce & Marcia Ronning's 1949 Silver Wraith Hooper touring limousine WFC67 is of course a regular at these display days.

**Below:** Another Silver Wraith, showing the Hooper coachwork styling of three years later, was WVH32, driven down from Sydney for the day by new owner David Glasheen (N.S.W.). The Northern Hemisphere tree species provide a pleasant micro-climate as well as safe shelter for the cars and people at this fine Terribly British Day venue.







*Above: Our front cover car again, 1951 Bentley Mk VI B122KM, owned by Mark & Barbara Glanville (N.S.W.).*

*Below: Ian & Tina Oliver's 1960 Bentley S2 B25CT.*







*Above: Chris & Narelle O'Rourke's 1957 Silver Cloud SED51 and your Editor's 1950 Silver Wraith WHD101.*

*Right: John Tetley changed the previous day's Turbo R to display his 1981 Bentley Mulsanne BSB03228.*



*Below: John Matheson & Jeanne Eve brought their new Bentley Bentayga from Sydney.*







*Tailpiece . . .*

*It could be said that most of the Rolls-Royce and Bentley cars at the Terribly British Day showed very handsome stern views, but finding one that exceeds the elegance – not to mention aerodynamic efficiency – of that of a 1950s Bentley Continental 'fastback' coupé by H.J. Mulliner would be a big ask! This is BC14CH, owned by Rob Swain.*

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