



# 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**

**Spring 2019**





# From the Editor & President

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One of this year's centenaries is that of Park Ward & Co., coachbuilder. The firm specialised in Rolls-Royce & Bentley cars from the outset, both as a coachbuilder, with premises in High Road, Willesden, and as a special retailer with showrooms in Conduit Street in the West End, a short distance from the better-known offices and showroom of Rolls-Royce Ltd in the same street. Illustrations in this edition, starting on page 7, form a celebration of Park Ward & Co. and their coachwork.

Member Matthew Swift offers the opinion that the "Hawker Hurricane" on page 14 of our Winter edition is in fact a Supermarine Spitfire. As evidence he cites the gun positioning, the distinctive wing shapes and the four-bladed propeller which he says was a feature of very late marks of Rolls-Royce engines not fitted to Hurricanes. The speed of this aircraft relative to the point of observation was very high, not lending itself to easy identification, and I was relying on the Rally literature. It is



perfectly possible that there was an aircraft substitution for the fly-past, so thank you Matthew.

On August 10th Manuela and I awoke to this scene (**left**), our Jaguar having been left out overnight. These weather conditions did not augur well for the picnic lunch in the park at Braidwood scheduled for the following day. As our Silver Wraith has its heater isolated at the moment, due to needing a new matrix, and having no wish to arrive frozen to the marrow, it was decided that we would drive down to Braidwood in the Jaguar just in case any hardy souls turned up for the Branch event. Perhaps I had not fully reckoned on the



**Below:** Bob Mills of the Campbelltown Steam and Machinery Museum sent this shot of the winch trolley of the Royce gantry crane owned by R.R.O.C. (N.S.W.) member Ray Millington and housed on the Museum site. Bob reports that since the photo was taken the long-travel gantry has been assembled and the trolley mounted on top. This is a very rare Roycean artifact.



**Front Cover:** Members Peter & Kate Colwell's 1957 Silver Cloud, SFE87, photographed in the driveway of the owners' home.

mettle and resilience of our members, as an amiable group of ten enjoyed coffee at the Bakery followed by a consensus in favour of lunch in a nearby pub – where it was warm! Picnic days rarely feature in our Events Calendar anyway, but from now on, despite the sterner stuff of which our members are clearly made, we will need to be rather more discriminating about the kinds of events we schedule in the coldest months of the year, taking into account the possibility of frigid winds blasting in from the Antarctic! My thanks to all those who made it on the day – much appreciated.

The Antarctic blasts returned with a vengeance in time for our September event, and only six people turned out for that, while there were several emailed apologies. Goulburn's 1883 steam beam-engine was no less impressive for that, and it was warm standing alongside it as it silently moved up and down, with wisps of steam and its huge flywheel turning. Afterwards, a group of us adjourned to Bryce & Marcia Ronning's nearby home, where we were very kindly looked after, including a tour of the new house. One of the apologies was from Tim Collins who found himself in hospital that very morning, so our very best wishes to Tim for a speedy recovery.

While on the subject of events, the New South Wales President, Jeanne Eve, has contacted us regarding our annual joint A.C.T./N.S.W. event commemorating the first Rolls-Royce car to arrive in Australia. N.S.W. is taking responsibility this year and early indications are for an event in Bungendore on the weekend of February 15th and 16th, combining it with their regular Gourmet Gadabout. The tentative format is Gourmet Gadabout on Saturday evening at Le Tres Bon – an optional dinner for members of both Branches – followed by 'brunch' on Sunday February 16th to celebrating the arrival in Australia of 1906 Rolls-Royce 'Heavy Twenty' 40509. More details as arrangements are firmed up.

It is my melancholy duty to inform members that their fellow Club member Michael Zwar passed away on Wednesday September 25th. Manuela and I had travelled down to Beechworth to pay our respects just a few days before. See tribute page 16.

Perhaps some of our members were as delighted, astonished and impressed as I was to read in *PRAECLARUM* of the epic Peking-Paris adventures of SRH22160, the 1975 Silver Shadow previously owned by former Branch member Bill Fleming.

Finally, a very warm welcome to new member Rowan Brennan of Kingston, A.C.T., who is on the lookout for a suitable car.

*Martin Bennett*  
Branch President



## *Branch Events Calendar*

**Members should please note that dates and details of events listed here are in some cases indicative only and are subject to change. Timely notice of forthcoming events is provided by email but in the event of any doubt please contact the Secretary or President to confirm. Contact details are on the back cover of each edition of *The Capital Letter*.**

### **NOVEMBER**

**Saturday November 2nd:** 'Gourmet Gadabout' luncheon in Canberra, by invitation of the N.S.W. Branch. For details please contact Nick Illek at [nicklin@nicklin.com.au](mailto:nicklin@nicklin.com.au) or mobile 0418 220 013 if you wish to take part.

**Saturday November 30th:** From 9.00 a.m., End-of-Year 'brunch' get-together at the home of Martin & Manuela Bennett. *Please note change of date and format*, and that the following event (below) is *on the following day*.

### **DECEMBER**

**Sunday December 1st:** 'Terribly British Day', Queanbeyan Park, the day after the End-of-Year get-together (above). The space allocated to us by the Terribly British Day organisers is the same as last year, accessed through Gate 2, adjacent to the roundabout on the corner of Lowe and Morisset Streets.

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

### **FEBRUARY 2020**

**February 15th and 16th:** Annual joint A.C.T./N.S.W. event celebrating the first Rolls-Royce car to arrive in Australia, Bungendore. 'Gourmet Gadabout' dinner on Saturday evening at Le Tres Bon, then 'brunch' on Sunday February 16th to commemorate the 1906 arrival of the first Rolls-Royce car to be shipped to Australia. More detail to follow.





Lunch run to  
**The Fireside Inn**  
Goulburn

July 7th, 2019





**Above:** Ladies of the A.C.T. Branch, from left-to-right: Marcia Ronning, Manuela Bennett, Narelle O'Rourke, Ida Irwin, in the Park opposite the Fireside Inn on a cold but sunny Goulburn winter's day.

**Below:** Chris & Narelle O'Rourke's 1957 Silver Cloud SED51, also glimpsed reflected in the door of WHD101 (opposite).





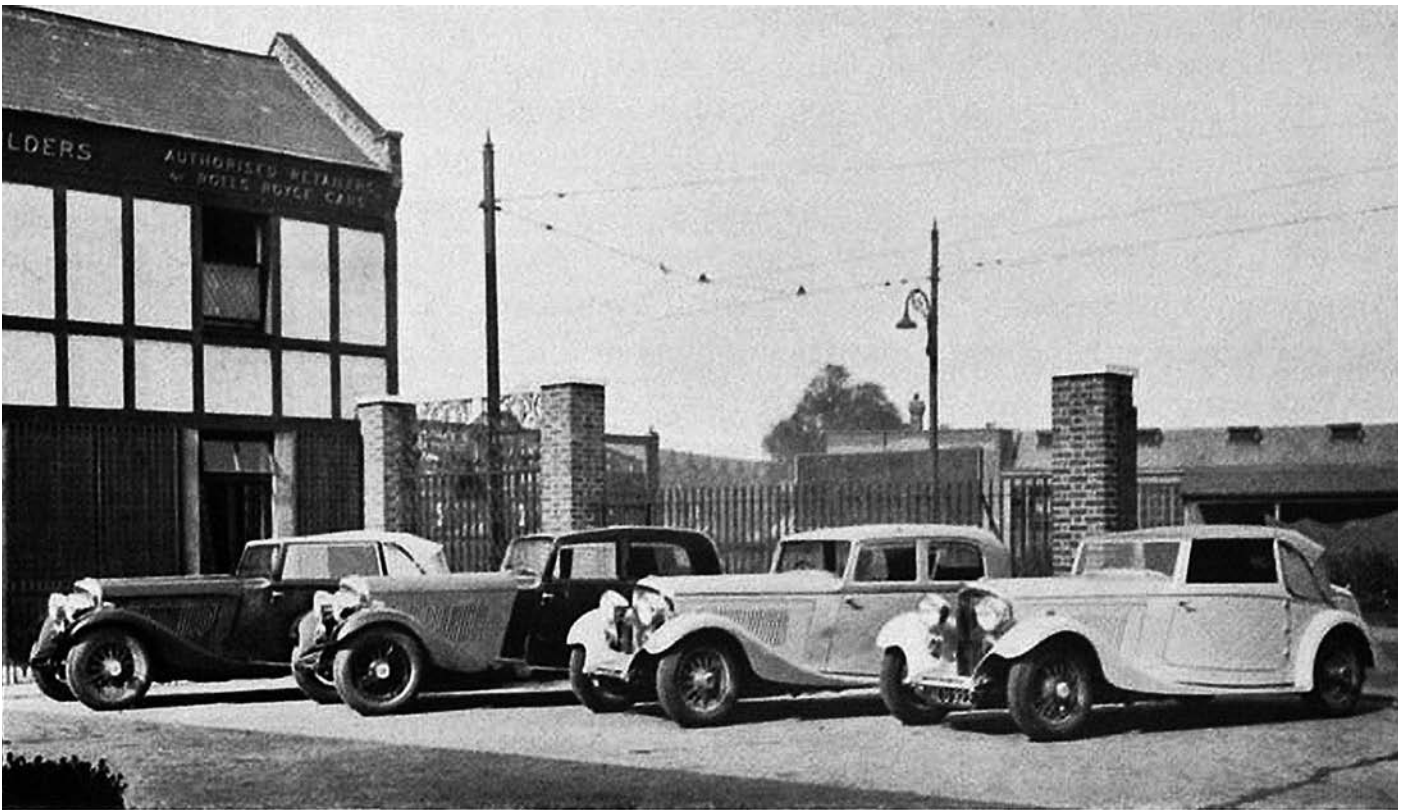


*Above: Some of the Fireside Inn diners, from left around the table: Bryce Ronning, Chris O'Rourke, Ian Oliver, Tina Oliver, Ian Irwin, Peter Hyland, Ida Irwin, and a glimpse of Marcia Ronning.*



*Above: Some of our members' cars were able to park together in Braidwood, which is often a busy place on a Sunday even in winter. The cars are, from nearest the camera: John Tetley's 1987 Bentley Turbo R BSH21535, Chris & Narelle O'Rourke's 1957 Silver Cloud SED51, Tim & Linda Collins' 1986 Silver Spirit ASG15221 and your Editor's 1999 Jaguar S-Type.*





*Above: Taken at the High Road coachworks of Park Ward & Co., this photograph shows four of the then newly-introduced (1933) Bentley 3½-Litre cars – two saloons and two drophead coupés. The left-hand saloon was unfinished, being still partially in undercoat. Outside the works boundary wall, the overhead wires for the High Road trams may be seen. The 'Tudor'-style building on the left housed the offices and was known as 'the hayloft', that having been its function prior to Park Ward moving in.*

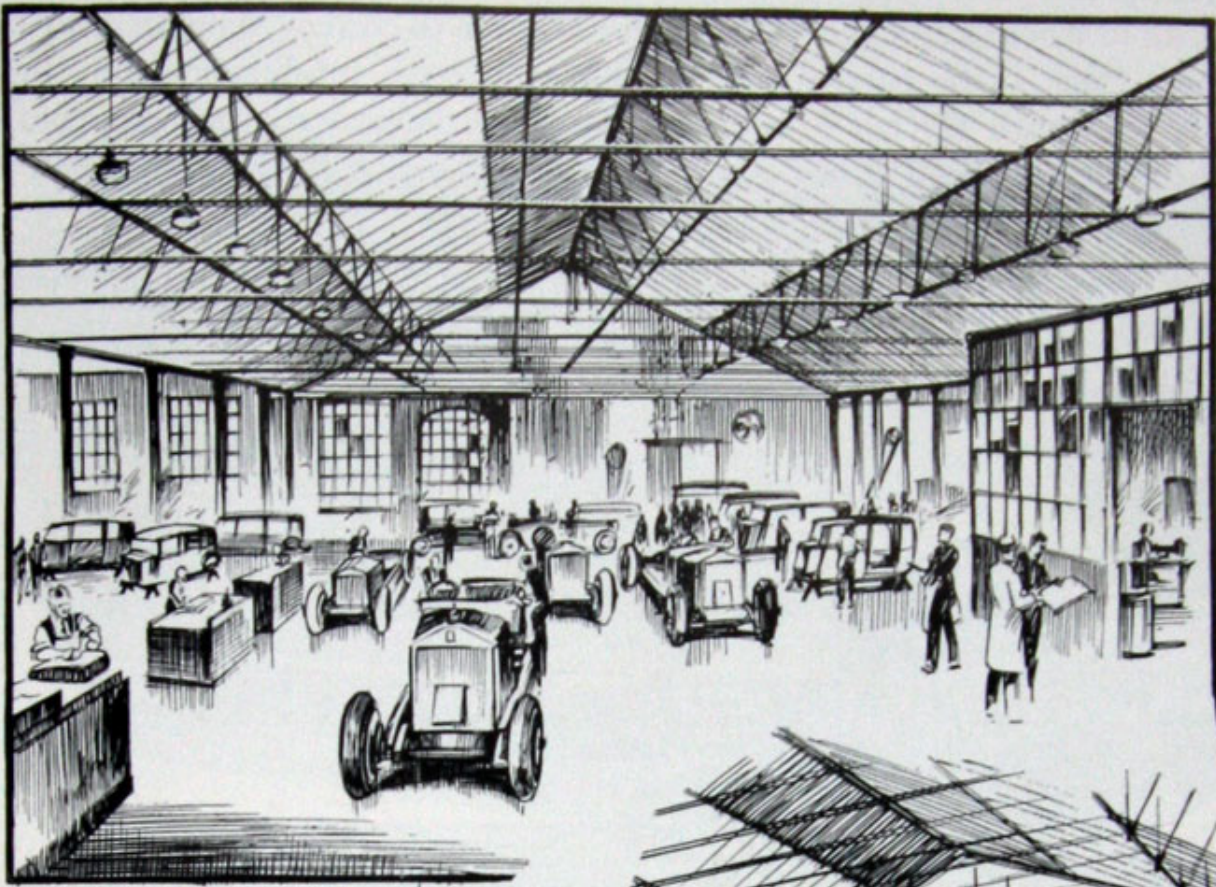
## 100 years of Park Ward & Co.



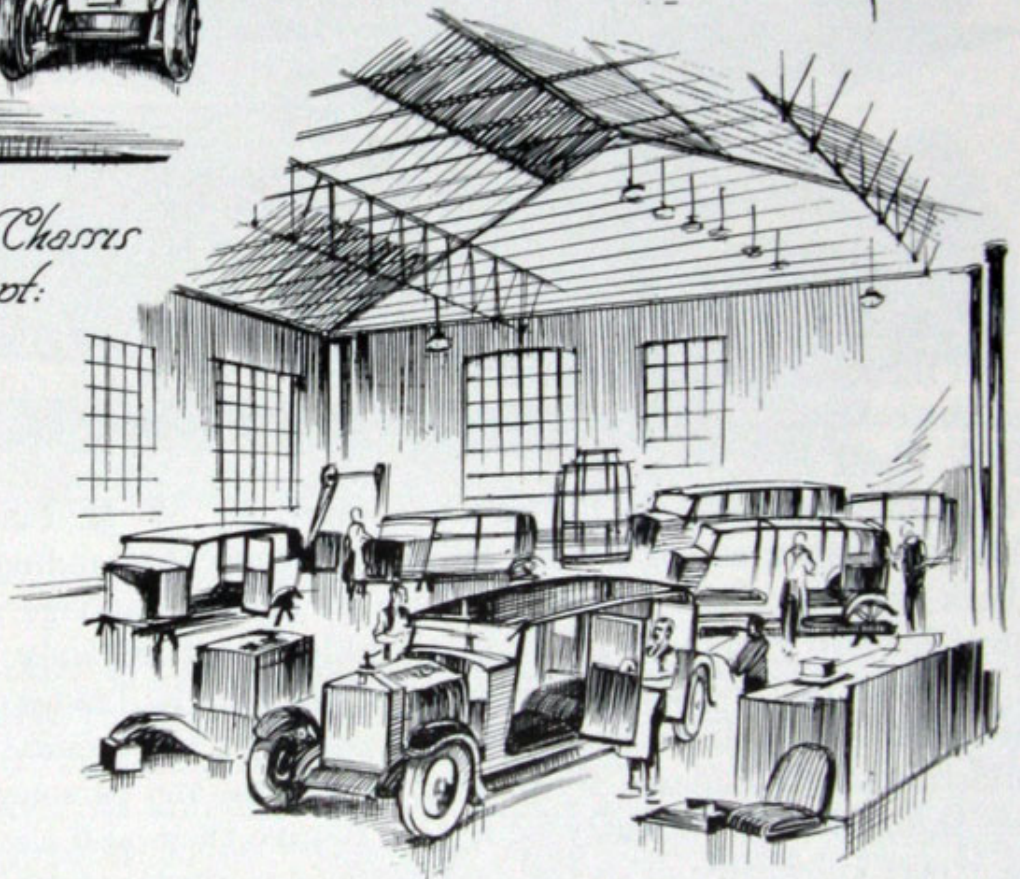
*This Bentley Mk VI Park Ward drop-head coupé B294CF, seen at the 16th Century Burghley House in Lincolnshire during an R.R.E.C. Annual Rally, represents a design that Park Ward built in considerable numbers in the early post-war period. Note the side-mount spare wheel.*







*The Rolls Royce Chassis  
Receiving Dept.*



*A Corner of the Body Building Shop.*

**Above:** These charming sketches, produced for the early publicity material of the firm, show Rolls-Royce chassis receipt and coachbuilding at Park Ward & Co., High Road, Willesden in the 1920s.

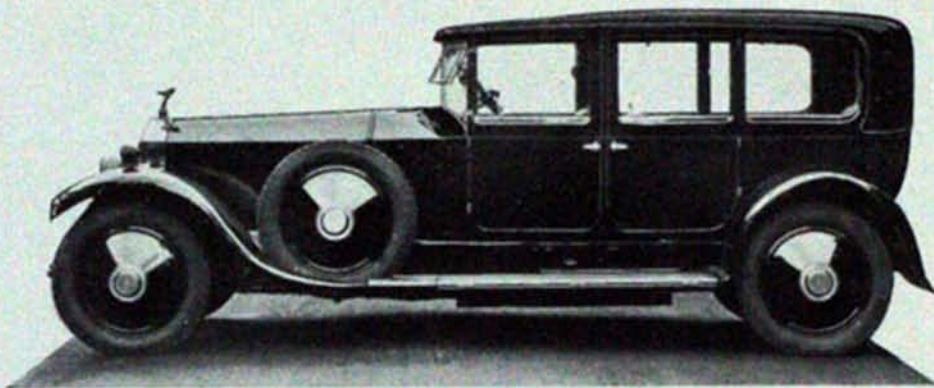
**Opposite:** An example of Park Ward's advertising in the motoring press of the 1920s.



# THE EARLY HISTORY OF MOTORING

CAN ONLY WITH DIFFICULTY BE ASSOCIATED WITH MODERN  
LUXURY AS TYPIFIED BY THE COMBINATION OF A  
ROLLS-ROYCE CHASSIS  
AND

*Park Ward Coachwork*



Our illustration exemplifies dignity, elegance and comfort.

IT is the consideration of such subjects, together with the constant study of the technicalities of coachwork construction, that has enabled us to gain such a ready appreciation of our customers' individual requirements on the one hand, and to conceive and produce them faithfully in actual material on the other.

## PARK WARD & CO. LTD.

*Specialising in COACHWORK for Rolls-Royce, Daimler,  
Sunbeam, Bentley, Hispano-Suiza and all High-Class Chassis*

*Offices and Works :*

473 HIGH ROAD,  
WILLESDEN, N.W.10  
PHONE : WILLESDEN 2595-6-7

*Showrooms :*

27 NEW BOND STREET  
LONDON, W.1  
PHONE : MAYFAIR 2103-4







*Left: WTA32, the first new Rolls-Royce car to be imported into Australia after World War II, was a Silver Wraith fitted with an example of Park Ward's earliest post-war saloon coachwork. Although it would be nice for this historically-important car to be preserved in Australia, it has in fact been in the United States for some decades. Note the original N.S.W. number-plate.*

*Below: Later Park Ward coachwork styles developed along the lines seen here on WOF49, a 1951 Silver Wraith touring saloon owned by Charlie Frew (N.S.W.). Photograph from David Ekberg (Vic.).*







**Above:** 1958 Bentley S1 Continental Park Ward two-door saloon, BC4FM. In the case of Bentleys with Park Ward coachwork, both the marque and the coachbuilder are 100 years old this year. This car was exhibited at Motorclassica, and is seen again in the photograph on page 14. This photo from owner Doug Young.

**Right:** An aerial photograph of Park Ward & Co., ca.1960. On the right of the photo is High Road – tram tracks and wires now gone – with the old ‘hay-loft’ building prominent in the upper right quarter. The building in the lower left quarter of the photo, which was new at the time, was known as the Allnat building, possibly after the name of the builder. The long assembly halls here saw production of coachwork for Bentley S2 and S3 Continentals, the Alvis TE21 and TF21, Phantom VIs, the Silver Shadow two-door models and later, the Corniche. Looking closely, just above the Allnat assembly halls, between the two older buildings, two chassis recently arrived from Alvis may be discerned.







**Above:** Park Ward & Co. adopted modern clay modelling techniques to develop coachwork styling. This clay model was the work of Vilhelm Koren, who had been employed by Rolls-Royce Ltd in 1958 to style the next generation of Park Ward Bentley Continentals – i.e. the S2 Continental. Although the model is a two-door saloon, on the S2 chassis it was only built as a drophead, the two-door saloon only being made after the introduction of the S3. Editor's Collection.

**Below:** Park Ward's Phantom V coachwork made use of styling features previously seen on their Bentley S1 Continentals (see page 11), though of course the Phantom V with its 12' 1" wheelbase was much larger. This is one of the two high-roofed limousines with Perspex 'bubble' over the rear compartment, built for H.M. The Queen in 1960 and 1961. These were the first royal orders for Park Ward. The chassis numbers were 5AS33 and 5AT34, but it is difficult to know which of the two this is. They were named 'Canberra 1' and 'Canberra 2' – after our national capital. At least one of these is still in use by the royal family. It is seen here when new outside the 'Hay-loft' at the Park Ward coachworks. Editor's Collection.





## Diaphragm Clutch Upgrade Kit

Rolls-Royce Silver Dawn & Silver Wraith, Bentley Mk VI & R-Type

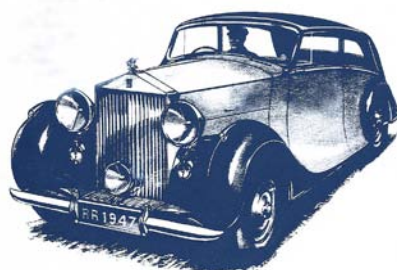
Members owning an early post-war car with manual gearbox might be interested to hear that Rolls-Royce & Bentley spare parts supplier IntroCar, in conjunction with Padgett Motor Engineers, have brought a diaphragm clutch upgrade kit to the market. Since the abolition of asbestos as the basis of clutch friction lining materials it has been extremely difficult to provide reliable judder-free clutches to the market, due to the unforgiving nature of modern lining materials which do not suit the original three-fingered design of the clutch cover, which makes it almost impossible to bring the friction lining into perfectly parallel contact with the flywheel.

Modern clutches use a diaphragm arrangement to ensure parallelism between clutch lining and flywheel, ensuring a smooth take-up every time. This kit includes a flywheel/ring gear with timing marks, suitable for both early 10-inch clutches and later 11-inch version. Replacing the flywheel at the same time also enables the elimination of problems with warped or cracked flywheels. So this is not a mere like-for-like replacement but a true upgrade.

At £1,359.75, with an estimated twelve-hour changeover time, it is by no means inexpensive but some owners might find that it is worth the expenditure to do the job once and properly.

Diaphragm Clutch Upgrade Kit  
RH7199KT-X includes:

Flywheel  
Diaphragm Clutch  
Drive Plate  
Flywheel Bolts (3/8" UNF, x 12)  
Flywheel Aero Nuts (3/8" UNF, x 12)  
Flywheel Spigot Bearing  
Clutch Release Bearing  
Bolts (1" x 3/8" UNF, x 6)  
Spring Washers (x 6)  
Steel Dowel (20 x 8 mm, x 3)  
Wooden Dowel Rear Main Oil Seals (x 2)  
Engine Sump Gasket  
Front Cover Gasket  
Fitting Instructions







***Above:** Several A.C.T. members travelled to Melbourne this year for Motorclassica, in the regal splendour of the Royal Exhibition Building. There was special emphasis on the centenary of Bentley, and our Treasurer Ian Oliver, who exhibited the red Ford Falcon GT in the middle background, couldn't resist taking this excellent shot of six sporting Bentleys. Clockwise, from nearest the camera, they are: 1957 S1 Continental H.J. Mulliner two-door saloon BC75BG, 1939 4½-Litre sports tourer B199MX, another (unidentified) 4½-Litre sports tourer, Graham Lawrence's 1965 S3 Continental H.J. Mulliner Flying Spur saloon BC96XE, unidentified S2 Continental Park Ward drophead coupé and Doug Young's S1 Continental Park Ward two-door saloon BC4FM.*

## A glimpse of Motorclassica

***Opposite page top:** Ian Oliver also took this closer look at BC75BG, which is one of only a very small number of S1 Continentals to have a manual gearbox.*

***Opposite page lower:** 1962 Silver Cloud II Long Wheelbase saloon with division, LCD24, photographed by its owner, New South Wales Branch member Alan Olden. The task of extending the standard saloon bodies for the Long Wheelbase chassis fell to Park Ward & Co., though fully coachbuilt bodies by other coachbuilders were also available.*







## Michael Keith Zwar

1931 - 2019

We have lost a dear friend and valued Club member in Michael Zwar, who passed away peacefully at home in Beechworth, Victoria, on 25th September.

Michael was of a prominent and distinguished Beechworth family who in the past owned a tannery which was an important employer in the town, as well as other businesses. There was precious little that Michael didn't know about leather. There is a street named after the family in the town to this day.

Michael was a long-standing member, and often an actively participating one who in the past served with distinction on our Branch Committee. He had a deep love of Rolls-Royce & Bentley motor cars and at one stage owned no fewer than three of them, of which perhaps the best known was WFC67, the Silver Wraith of which Michael carried out the stunning restoration that we still enjoy today when we admire this fine car on Branch outings.

Although distance and other factors meant that in recent years we saw less of Michael & Suzie than we would have preferred, he remained a highly-valued member whose loss is keenly felt. His opinions really mattered.

We extend to Suzie and the family our deeply-felt condolences.

*Martin Bennett*



**Left:** Michael Zwar's 1956 Bentley S1 B216BA and 1956 Silver Cloud SYB122 as they appeared on the front cover of *PRAECLARUM* 2-95, April 1995, celebrating the 40th anniversary of those models. The Bentley was still in the ownership of Michael & Suzie at the time of Michael's passing.

**Below:** 1949 Silver Wraith Hooper touring limousine WFC67 which was beautifully restored by Michael and has since been in the careful ownership of Bryce & Marcia Ronning for some years.







**Above:** Ian Irwin recently received a visit from David Bick (Vic.) who was on his way home to Melbourne via Canberra from the Early post-war models Register weekend in Merimbula, in his 1959 Silver Wraith H.J. Mulliner limousine HLW48. This car is one of six ordered by the Australian Department of Supply for potential Royal use, hence the 'police light' above the windscreen. Photograph from Ian Irwin.



### MISSING BOOK

Ian Irwin has lent a valuable book of his to someone in our Club. He cannot recall to whom he lent it.

It is inscribed to Ian and was gifted, for his help in providing information to the New Zealander authors, on some of their Silver Ghosts. It is entitled *Rolls-Royce and Bentley in the Land of the Silver Fern*.

It is a quite expensive book, but one Ian treasures. Ian cannot recall if it was in a slip case or not, for he had it only a short while before lending it.

Sadly, Ian lent it before he even read it, at a time when he was busy in another direction. If you have this book Ian would appreciate a call on 0413 582687 or an email to [eleanor.11@bigpond.com](mailto:eleanor.11@bigpond.com)





*Above:* A dozen people turned out for this run. The first car to arrive was John Tetley's nicely-conserved 1981 Bentley Mulsanne saloon, BSB03228.

## Morning coffee run to Sutton Bakery

Sunday October 20th

*Below:* Representing two centenaries – those of the Bentley marque and Park Ward the coachbuilder – was Ian & Tina Oliver's much-travelled 1951 Bentley Mk VI Park Ward drophead coupé.







**Above:** Peter & Ann Toet brought their 1934 Phantom II 93TA, which has extremely spacious limousine de ville coachwork by Thrupp & Maberly, with the roof over the front compartment shown here in its open position.

**Below:** The two Goulburn Silver Wraith owners enjoyed a pleasant drive down in the Spring sunshine. WFC67 brought by Bryce Ronning is nearest the camera, with WHD101 behind.

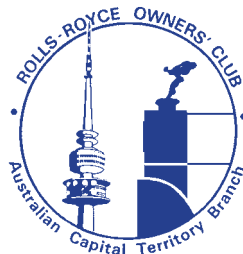




## Tailpiece . . .



*Appropriate to the Park Ward centenary theme which we are celebrating in this edition is this Silver Wraith Long Wheelbase, BLW77. The drophead coupé coachwork follows the characteristic Park Ward lines with which we are familiar on our Treasurer's Bentley Mk VI, though the Silver Wraith is of course considerably larger.*



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