



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 2020 / 2021



BBW63021

1997 Bentley Continental R Mulliner Park Ward coupé

Graham Lawrence

Collector coupé




From the Editor & President

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Again I thank Branch members who contributed such excellent articles to this edition of *The Capital Letter*, the members concerned being Christopher White, Peter Colwell and Ian Oliver.

In October the Council of A.C.T. Motor Clubs advised that as a result of its advocacy and negotiations on behalf of car clubs and enthusiasts in the A.C.T. the Territory government has agreed to modify its concessional registration scheme for historic vehicles to bring it into line with the '60-day' scheme in New South Wales. This is of course good news for owners with cars registered on A.C.T. Historic Vehicle plates, allowing them significantly more freedom of use along the lines of that enjoyed for some years by their counterparts over the border. We thank the C.A.C.T.M.C. for their dedicated work on bringing this to a successful outcome, which could be to the great benefit of our members within the A.C.T.

Following the long events drought due to the pandemic, we finished the year in fine style, with all of of the members who have recently joined our Branch, as well as the immediate past and present Federal Presidents, joining us for our End-of-year Get-together at the Bushranger pub in Collector. Photographic coverage in this issue. The Terribly British Day was the fol- 

Below: Five A.C.T. Branch members were fortunate enough to participate in the SMART Register event in and around Mudgee. N.S.W., in October, organised – very capably by all accounts – by the Registrar (and Federal President) Bruce Duncan. During the Tuesday evening dinner, from left are: Joe Quattrocchi, Graham Lawrence, Mike Mulvihill and Linda & David Neely. 44 members and six guests took part in this outstandingly successful event, so clearly members are enthusiastic and supportive about returning to their participation in R.-R.O.C.A. events. Photograph by Bruce Duncan.



Front Cover: The Bentley Continental R is a rare and desirable SZ-derivative car, with elegant styling and powerful performance. We haven't had one of these coupés in our Branch for some years, so it is gratifying to see this fine 1997 example owned by Graham Lawrence taking part in Branch events. It is seen here at the Bushranger Hotel in Collector during our End-of-year Get-together on 5th December. Photograph by the Editor.

lowing day, with many N.S.W. Branch members and cars, and even one from Victoria boosting the Rolls-Royce and Bentley motor car numbers with many fine examples of the marques. Photographic coverage has been held over for our next edition.

Our recently-implemented bi-monthly Meeting arrangement is working well. A goodly number of members enjoyed the October Meeting at the home of Ian & Tina Oliver, to whom we are extremely grateful for their superb efforts in looking after us, which soared well above the call of duty. This arrangement is not new, but is in fact a reversion to a most agreeable practice of the early years of our Branch. The December Meeting was held during the End-of-year Get-together lunch and as its Chairman I hereby claim the record for the shortest Meeting in our history, accomplished without omitting any of the required elements! Our Secretary Peter Hyland has generously offered to make his home the semi-permanent venue for future Meetings, with other members hosting us from time to time should they wish to volunteer.

Plans for the 2021 Federal Rally of the Rolls-Royce Owners' Club of Australia have progressed, with hosts the Victoria Branch coping with the present multiple difficulties and uncertainties in their usual highly competent manner. As you would have read in PRAECLARUM, due to the changing circumstances and uncertainties the 2021 Federal Rally will now be held in Geelong, Victoria, 14th to 17th May. The Federal Rally is of course the premier event of the R.-R.O.C.

In the second half of December Mike Mulvihill and I completed our work on the Deed Constituting the Rolls-Royce Owners' Club of Australia and submitted our version of the revised Deed for the scrutiny of the other Deed Review Committee members. Working with Mike on this important project was a pleasure and a privilege and I record here my thanks to him for his dedicated contribution to the work on our behalf.

Being now in my third year as your President I consider that to be sufficient and hereby give timely notice that it is not my intention to stand for re-election at the 2021 Annual General Meeting. Whilst remaining willing to carry out other tasks within the Branch for as long as I remain able, I feel quite strongly that it is in the best interests of the Branch for the holder of the position of President to change regularly. We have no shortage of members who are well able to serve as our President, and I look forward to handing over to one of you in 2021.

I am delighted to announce that as we closed for press, member Tim Collins, our new Webmaster, succeeded in getting our Branch website up and running: rocact.org.au will get you onto it. Parts of it still building, but it done!

Martin Bennett

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 on the back cover of each edition of *The Capital Letter*.

FEBRUARY

Wednesday 3rd February: Bi-monthly Branch Meeting 7.00 p.m. for 7.30 meeting at the home of our Secretary, Peter Hyland, 49 Barnet Close, Swinger Hill.

Sunday 28th February: 'Wheels' 2021 display day, Queanbeyan Showgrounds. With our easing back into regular events this should be a suitable start to the Club year. More details by further email bulletin closer to the day.

MARCH

Sunday 21st March: Breakfast/Brunch run to Sutton Bakery. We have done this before with complete success, being popular with members due to the free afternoon that it provides.

APRIL

Wednesday 7th April: Bi-monthly Branch Meeting 7.00 p.m. for 7.30 meeting at the home of our Secretary, Peter Hyland, 49 Barnet Close, Swinger Hill.

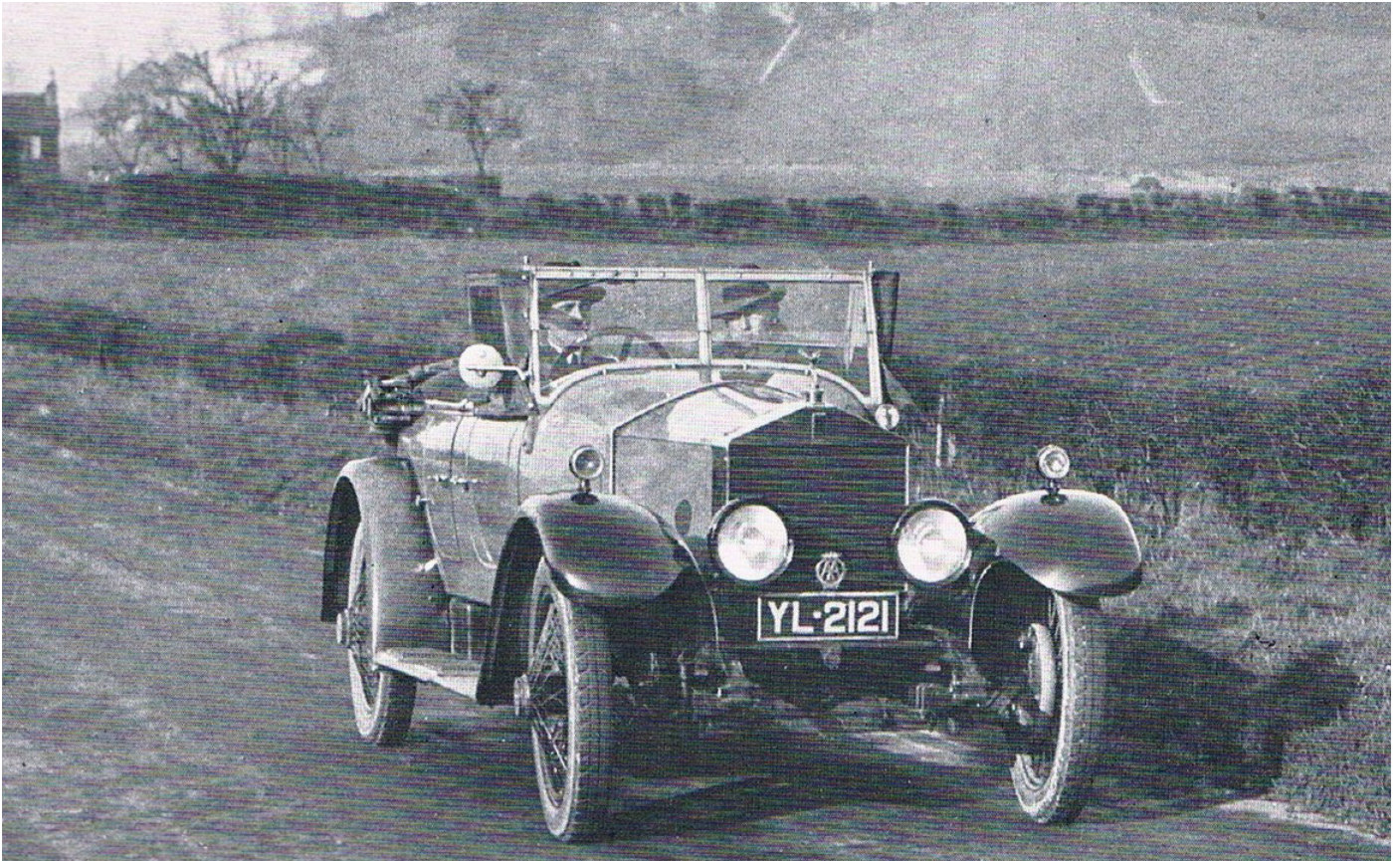
Sunday 18th April: Run to be advised, subject to restrictions.

MAY

Friday 14th to Monday 17th May: The 2021 Annual Federal Rally of the Rolls-Royce Owners' Club of Australia, Geelong, Victoria.

JUNE

Wednesday 2nd June: Bi-monthly Branch Meeting 7.00 p.m. for 7.30 meeting at the home of our Secretary, Peter Hyland, 49 Barnet Close, Swinger Hill.



Above: GP1 Barker barrel-sided tourer as it appeared in an article entitled AN ULTRA-REFINED "SIX" in the January 22, 1926 edition of The Autocar. The magazine gave emphasis to the "perfection of workmanship apparent throughout the chassis".

Rolls-Royce Twenty GP1

Part Two: Devil In the detail

By Christopher White

One of the most time consuming tasks in any restoration is the research and getting the detail right. Often short cuts are taken in this area as either the owner doesn't know and/or it is too hard and time consuming to get the right items.

From my experience much time and patience is needed to get a restoration close to when a vehicle was new. At any car event I always look to see if the detail is right. In many cases on vintage cars the wrong screws are used instead of slotted, wrong bolts and markings, wrong type of trim, colour incorrect standard of paint finish such as a 2017 two pack paint job on pre-war cars, which were often brushed (coach painted). Plating wrong for the year of the vehicle (chrome versus nickel and vice versa). The poor choice of indicators: I have seen first class restorations ruined by ill thought-out indicators – many look like they came from a trailer!

I have found that one needs to be well ahead of what is required for the restoration and obtain the items when you can, as when they are required, they may not be available or impossible to find.

An example of this is the huge Rolls Royce tool kit which

came with our cars. Despite every chassis having a complete tool kit, many cars have in most cases been lost (except for the wheel spanner which is required to remove the wheels on early cars). Over the past 30 years I have been able to build up to a 98 percent tool kit. This has taken many hours and a great deal of effort to achieve.

To this end my re restoration has been slow due to "getting it right". It is amazing where things needed to be sourced from. Take the items required to reconstruct the new running boards, from Australia (metal sheet, budget locks brass to make coir mat surrounds), from the UK (screws and piano hinge, lock covers) and solid brass crescent top, running board moulding lengths from the USA.

Off to the Trimmers.

Once the timber work was finished a date was confirmed for the re trim to occur at Grant Whites'. Once a time and date is agreed, that's when the car is expected to be at his premises or you lose your place in the queue.

Grant is very quick and only works on one car at a time, so the job doesn't drag on for long periods of time. To ensure

that you get the job you want you need with any trimmer or other professional, to be clear in what you want, give instructions in writing (keep a copy of these for yourself) and as much information in how you want the job done. This includes photographs of the door trims and seats. How the trim was to be attached (I wanted tacks not staples). Any special fasteners you want used, discussion on various finishes etc. Grant was very good to work with. This included numerous visits to ensure the front seat and position was 100 percent. I didn't like to be there too much, but Grant was happy for me to go when he needed my feedback or if I had a concern. To this end, I believe we achieved a first rate job.

As the trimming was being undertaken, new side curtain frames were made and the windscreen frame and pillars were returned to their correct height. This included milling some new pieces for the windscreen channel as we couldn't buy the right profile, and turning new sections for the pillars. Over 30 metres of hood material was used to re-cover the hood, make side curtains plus the side curtain bag, full tonneau covers (front and rear) and a cover for the original-type Brookes trunk and case set obtained in UK along with the original Rolls-Royce luggage rack.

I was very pleased with the result as now I could get in the car and have an excellent seating position and head clearance – my head no longer hit the second hood bow!

Further jobs on the chassis

It had come to our notice that at some time the fuel tank had been changed to the later type along with the speedo and temperature gauge (what an eye for detail Bob Clarke has!). Examination showed that the car at some stage had been hit from behind or had backed into something. This had resulted in the fuel tank being changed to the later type and the round cross member (holding the rear spring hangers) had been bent in by about half an inch. To get this right, we had to remove the tank and the rear wheel carrier (which was also slightly bent). It then became clear that the cross member under the rear of the body was also bent. This wasn't a quick job. All the fuel line and wiring brackets and tube had to be removed to enable the straightening to occur. A big job as items hadn't been touched since the car was built and were difficult to remove due to rust and corrosion.

After removal, with help of "Porta power" along with various bits of metal shapes the chassis was returned to its original state. It was now obvious why the rear wheel carrier hadn't been used for such a long time. Firstly the wheel and tyre wouldn't fit because the rear wheel carrier was bent, and it was later found that this was caused by the luggage rack being "bashed" into it, this had been thrown away at some time). Also, the two tyre cradles were missing and must have been destroyed in the crash.

Fortunately, replacements were available from Dyers in the U.K., but once received it was discovered that these were too high as they were for the later vehicles with smaller wheels (ours has 23-inch wheels). This was found out by consulting the parts book. Unfortunately only these later ones were available and would be right if they could be altered. A mate

who is a very experienced aluminium welder was able to cut and re-weld them to make them sit lower. A first class job.

The fully restored, correct fuel tank was fitted, along with the fuel line, spare wheel carrier and cradles. The original rear luggage carrier was also fitted, and it was discovered that the holes were still there but had parts of the old bolts still in them. These were punched out and the rack was bolted straight on.

Wiring upgrade

During working on the chassis it came to our attention that not all the wiring had been replaced. Most of the car had been rewired correctly sometime ago. However, there were still some of the old wires that needed to be replaced. It was also our intention to add additional wires for the indicators which would be incorporated into the parking lights at the front and small original lights at the rear.

The Rolls-Royce doesn't have a made loom, which is usually covered in armour or braided material. Instead it has individual wires running through metal conduits. This is in many sections that run along the frame and are mounted on aluminium supports. The wires are very tight and it is a nightmare to try and run wires through unless the sections are taken apart. Putting another wire in is a real challenge. This was a huge job and required some of the damaged conduit to be replaced as it had been 'squashed' in places. Not a job we would like to do again. I was fortunate that a former Telecom technician friend was a great help in this process.

Off to the coachbuilder

After taking off the mudguards and valance panels, it was noted that the valance panels had been re-made at some time and were not very good. Unfortunately, the original guards had been changed to take the poorly made replacement valance panels. The car was taken to a coach builder who re-made the valance panels in the correct style and repaired the damaged guards.

These were refitted and made to fit perfectly. Minor repairs were also undertaken on the cowl, the rear tub and other places. At the same time the radiator and bonnet were re-aligned and adjusted.

The paintwork

It was decided to repaint the car and the repaired mudguards and the new valance panels. The colour of the body was to remain the same as it had been repainted in America where it was changed from yellow back to the original finish Curzon Blue (as also listed in the chassis cards). Prior to going to be repainted the front and rear dumb irons and as much as possible of the outside of the chassis were stripped of many layers of old paint.

It was interesting to find in white paint on the front cross member the words "repair dept". This was the result of a minor accident prior to the car being sold in 1926.

The car was repainted by my wife's cousin who manages a large panel and paint shop in the Northern suburbs of Mel- ➡

bourne. My brief was that I only wanted the paint finished no better than the finishes of the time. He wanted to do it to a far better standard to when the car was built. It took about three weeks to be completed. It is not “over done” and we are pleased with the finished result.

Valances and mudguards need to be refitted along with the mounting of the Boa horn and headlamp tilt system. The finished running boards are also ready to be refitted. This however will not occur until the wiring and other jobs relating to the chassis are finished.

More drama, the radiator

Unfortunately, the radiator had to be removed again, as the shutters and their operation was not correct. This was another challenge; fortunately each shutter is numbered, but there was quite a deal of work to get them operating correctly and smoothly. Issues included getting the right small split-pins and rod to make them work. A new rubber mounting strip was fabricated to place between the chassis and radiator. It was also found that the mounting system was not correct. On the chassis, four special bushes known as “top hats” go into the frame; four BA bolts marked with a line allow the correct alignment for the insertion of the small split pin. Four special washer spacers are also fitted. This allows for the radiator to flex and keep it in alignment especially on rough roads. Some of the parts were available in the UK but the top hats had to be made here. The bonnet lacing was also replaced.

A new shutter cable was fitted and repairs to the dash shutter control were carried out at this time.

Getting closer to being back on the road

It is hoped that the car will be ready before the end of the year. The following is still needed to be completed:

- Overhaul generator and starter motor;
- Fit the correct Lucas vacuum wiper;
- Make tool rolls and tool trays;
- Refit the fully restored magneto;
- Change the temperature gauge with the correct restored earlier type;
- Remake and sort out engine linkages and replace the carburettor with the correct fully restored unit;
- Restore and refit engine shields;
- Any other items including adjustments in the car's operation.

Prologue

It is planned to do a final article on the car once finished. It is always a challenge to restore, repair or keep an old Rolls-Royce (or any old car) on the road. Whilst we are lucky to have many means of sourcing parts, the challenge in the future is to be able to find those craftsmen whose talents and skills are disappearing due to changes in various industries and trades.

There may be a time, due to this and changes in relation to lack of petrol vehicle and tighter Government legislation that our cars could become just static items.

Let's hope that there are many years to go before this happens. In the meantime, get out, use your vehicle and enjoy the many events, which not only give the owner pleasure but others as well.



Below: GPK1 outside Geelong's art gallery during the 80th Anniversary of the Great Ocean Road in November, 2012.





Above left: 1. 1917 Owen Magnetic. A forerunner of today's hybrid electrics, 103 years ago. A very large heavy sophisticated car that quickly failed due to cost blowout. About a dozen cars survive. This one is unique in having a mysterious second brake pedal – for the passenger's use? **Above right:** 1919 McFarlan Six, known as the American Rolls-Royce. Costing about the price of an average home. Its 9.3 litre engine was the most powerful engine available in a production car. This is the sole surviving Type 125.

Blessed or Cursed?

Part Three: Modern engines

By Peter Colwell

The last episode of my story referred to old-technology engines and vehicles that most of us were raised with. The enthusiasts among us learnt the finer points of keeping them running smoothly and efficiently. And enjoyed the visual art work that went in to designing them.

So what happened in the last thirty years? Much has changed and while most of it has added to safety and efficiency, not every feature promoted as a selling point is actually an advance. However, there is no doubt that leaps and bounds have been made in terms of power and efficiency. To an amazing extent.

As a student of modern technological advances, I am aware that a great deal of it goes unnoticed and is taken for granted by the buying public. In real-

ity, the most dramatic changes have occurred in truck and motorcycle engine design, more so than cars. The 'B-Double' trucks of today have 600-700 and more horsepower, from engines that are the same size as those of the 1970s that produced less than 200 horsepower. Using less fuel. How is this possible? The current top-line BMW touring motorcycle has a turbine-like six-cylinder engine that is perfectly happy at eight hundred rpm, or nine *thousand*!

I remember in the 1970s driving our farm semi-trailer that had an eight litre engine developing 130 horsepower, and 320 ft lbs of torque. My current VW Amarok engine is two litres and develops 180 horsepower and 310 ft lbs torque. Slightly more output from one quarter the size! Not to mention vastly less fuel consumption. ➡

So how is this 400% increase possible from the same basic 4-stroke design?

In a sentence, electronic controls allowing the holy grail of higher compression. Turbocharging and its iterations are really just methods of increasing compression. Fuel injection of course has been common for years, but only recently has precision reached new levels. But the biggest jump in efficiency came with the advent of direct injection. Because petrol engines now only ingest air, not fuel/air mixture, so the old bogey of detonation is gone.

It follows therefore that much higher compression can be used without destructive detonation. To demonstrate this, my Mini Cooper S twin SU carburetted engine was released in 1969 with a compression ratio of 9.75 to 1. This was regarded at the time as the absolute limit. It required the highest octane leaded fuel, and anything less would lead to destruction.

This month, Ducati has released for general road use, its latest engine with a 14 to 1 compression ratio.

But there are many others aspects to modernity that are promoted as the last word in sparkle, but are actually backward steps.

For example: instruments. In the 1950s and earlier, the ana-

logue car instruments were in the centre of the dash. The idea was that when all systems were normal, all the needles would point in the same direction, so that a glance would give you all the information you needed. You did not need to actually read any figures. The Silver Cloud is a perfect example. When all is normal, all four needles point at 90 degrees to the outside of the nacelle in a perfect cross.

Then the instruments were moved to in front of the driver. We were told that this was a big advance in safety. Scanning the systems took a micro-second. So far so good.

But alas, in a huge backward step, modern vehicles have not only moved their electronic instruments back to the centre, but they require actual reading of figures. A massive distraction. Many even require a button to be touched to select what you need to check. It would seem that the modern safety features of crumple zones, air bags, anti-skid systems and more, have been negated by a huge range of distractions. Secondary safety up, primary safety down – way, way down.

And to make it worse, the ‘A’ pillars on many cars are so thick (for roof strength in a roll-over) as to obscure forward vision to the right, just where you need clear vision in roundabouts. Compare the all-round spectacularly clear view from the driver’s seat of the early 1970s Range Rovers, a veritable glass-house, to the claustrophobic and dark high-waisted modern SUVs.

Below left: The 1912 Peerless had a 9.45 litre engine and introduced such advanced features as a tilting steering wheel and APLCO electric starter and headlights as standard. **Below right:** 1921 Heine-Velox. When a Rolls-Royce cost \$10,000, this car was priced at \$25,000. Only five were built.





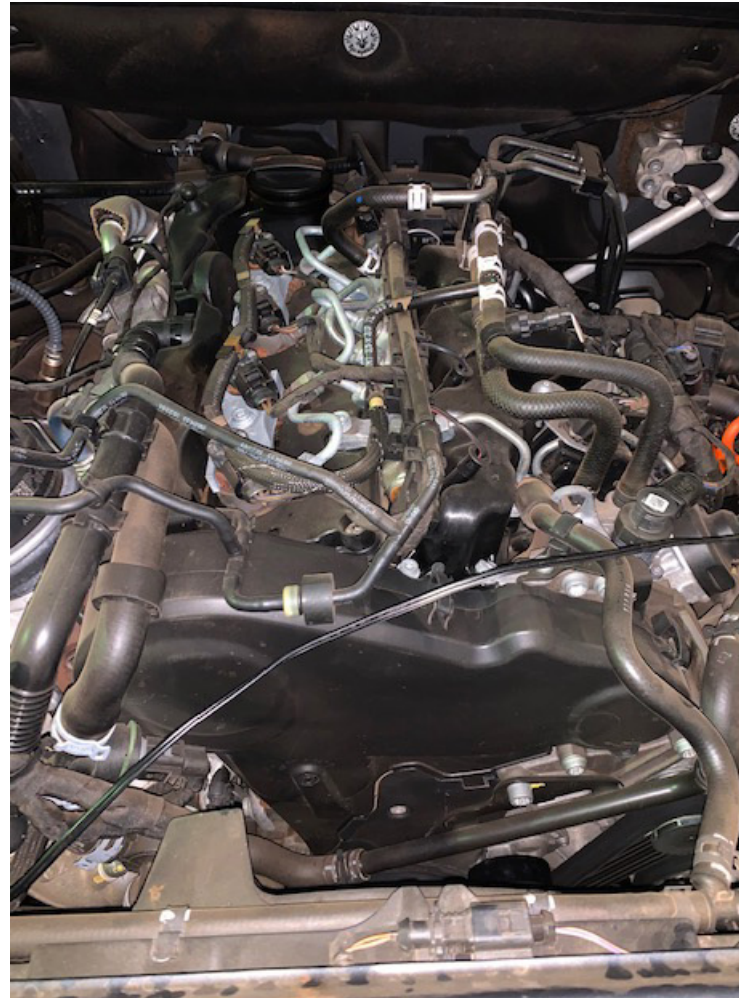
Above: The Cord front wheel drive system, 1928.

But of course, who needs instruments at all? All sorts of warning systems tell us if something is wrong. But that can lead to massive confusion when a warning sound conflicts with what our instincts are telling us. I used to fiendishly enjoy reversing my Mercedes out of the garage, with the door ajar, no seat-belt on, and close to the door. The cacophony of alarms was deafening, to the point of being meaningless. But seriously, when you hear an unfamiliar beep, it is very distracting.

And anyone who has experienced 'limp mode' knows just how dangerous that can be.

The common stop-start feature is a ridiculous marketing gimmick. I recently had a new BMW X5 in my care for a few days. After dropping its owner at the airport, I drove home and stopped in front of the garage. When I got back in I could not get the car to move. Engine running, brake off, it refused to budge. I was focused on the centre console, pressing buttons and moving in and out of gear, to no avail. After some minutes, I gave up, and looked up. Voila! There in the wind-screen heads-up display was a message; "fasten seat belt". The BMW was not going to let me drive the ten feet in to the garage until I buckled up.

This all leads on to 'modern classics'. With all the electronics and short-lived plastics, who will be restoring a 2020 vehicle in 2070? There is a view that as we enthusiasts born in the



Above: Contrasting with the Veteran engines shown in this article, modern engines present an appearance akin to the original dog's breakfast, but producing many times the power on a litre-for-litre basis, with fuel economy undreamed of in those days.

fifties die out, the classic vehicles we love will die too. But I do not subscribe to this view at all, the opposite in fact.

There is a museum in Fairbanks Alaska – the Fountain Head museum – that specialises in pre-1936 cars. Many names on the cars there were only made in small numbers and have long disappeared. But walking around the spectacular display area, it is obvious to me that pretty much everything we see today, is really only a development of what existed then. Electric cars, front-wheel drive, various automatics, they are all there. Alex Issigonis' now common east-west engine design is about the only design feature not seen before its appearance in the 1961 Mini.

The big question of course is: where to from here? Who knows, but it will be somewhere that nobody has so far thought of. Thinking back, just twenty years ago, none of us had any concept of a smartphone. I suspect that electric cars will dominate our cities, but not the country. And there will still be enthusiasts. At classic car sales, originality is becoming an increasingly valuable feature. It's not going to be dull.

**Photographs taken on location by Peter Colwell
at Fountain Head Museum, Fairbanks, Alaska**





Above: The P. & A. Wood young team come to our rescue after only 10 km. of driving in the U.K., on the shoulder of the A1 near Peterborough.

Returning to the U.K. with Bentley Mk VI Park Ward drophead coupé B14MD

Part 3: U.K. Rolls-Royce & Bentley Heritage Dealers P. & A. Wood

By Ian Oliver

We were to visit P. & A. Wood at Dunmow, England three times during our journey. Firstly, to inspect and to find out whether it was suitable for us to store our car during our absence between the two planned events whilst the car was in England; secondly, to drop off the car after the R.R.E.C. June 2018 Annual Rally and Earls Court Reunion Show and finally to pick the car up upon our return to England to attend the Post-War Six Cylinder Register Rally to be held in Devon later in the year in August 2018.

The initial visit left us with no doubt as to the suitability of the facilities for us to leave our car. Everything imaginable is at P. & A. Wood for the Rolls-Royce & Bentley enthusiast. Quite apart from their offering new vehicles for both Bentley and Rolls-Royce, they offer a vast arrange of immaculate pre-owned cars, many worthy concours vehicles. In fact they travelled several cars to the Annual Rally that we were to attend. Then there are the restoration workshop facilities of the

renowned heritage dealer, mechanical facilities, spare parts, trim shop, paint and panel shop and a gift shop that would challenge the one at Crewe with its memorabilia, books, period accessories etc. I was “gob smacked”. It reminded me of that young child in the lolly shop! We were to learn from the experience and could not be in better company.

We were made most welcome by owners, management and staff and we were delighted when we were at the show and offered to travel back with them in convoy of approximately 10 vehicles from the Rally venue at Stamford, Lincolnshire to P. & A. Wood’s premises in Dunmow, Essex, a trip that was to be the first drive for us with the car in England. The car had been collected from Southampton Docks and transported by truck to make it just in time for the R.R.E.C. Rally. The idea of travelling with others familiar with the roads to be taken was reassuring, as we were not only unfamiliar with directions but wanted some surety that



Above: B14MD at the famous front entrance of P. & A. Wood's amazing premises near Dunmow, Essex.

Below: Inspection of B14MD in P. & A. Wood's workshop by their Chief Mechanic and General Manager.





Above: Some of the wonderful cars seen in the P. & A. Wood workshops. Nearest the camera is 1909 Silver Ghost 60922, one of the earliest of many Rolls-Royce cars owned from new by the Angas family of South Australia.

Below: Andrew Wood of P. & A. Wood, who is a member of our A.C.T. Branch, showing his fellow Branch member Ian Oliver his very impressive Australian-delivered Silver Dawn saloon.



we would take the roads best suited for our car.

Immediately after the Earls Court Reunion at the Annual Rally we headed for the P. & A. Wood stand to follow their splendid array of cars. They had everything from a Silver Ghost worth several million pounds, a Bentley S1 Continental fastback, and a special-bodied Mk VI. The enclosed vehicle transporter backed up the convoy with me driving B14MD and my wife Tina driving our rental car which was our transport after we dropped off the Bentley at P. & A. Wood.

It felt glorious following the several other heritage cars later in the afternoon. It was sunny and pleasant driving but it wasn't to last long. Within 10 km. of the approximately 120 km. journey and whilst on the motorway, I was challenged with a rattling noise from under the bonnet that I had never heard before. It was not good at all. After pulling over, I was to inspect everything around the fan and the water pump assembly was floating. The fan was hitting the radiator and I knew immediately that I was in trouble. B14MD had travelled more than 1,000 miles in the past couple of years at home to let us down in the worst possible place and very early after we commenced our drive. I knew that without the fan and charge from the generator it was not possible to drive the balance of the journey.

This is when it became more than apparent that I was in good company with the P. & A. Wood personnel. The younger white collared mechanics were quick to my rescue. "Let's get the fan tied up with zip-ties and drive it off the motorway to



Above: The boot of B14MD was packed with all sorts of items for transport back to Australia after the R.R.E.C. Tour of Devon.

a safe position so that we can get you into the car transporter that is following”, the head mechanic directed. Within minutes I was nursing the car to a safer position and I couldn’t believe what was to follow. Out of the transporter came an immaculate grey Silver Ghost and there was an obvious upbeat level of excitement for the person to be selected from the many offering to drive her the balance of the journey. I was informed that they were under instruction that if there was to be a FTP this is the course of action. So B14MD gets a lift for the second time in a car transporter and I am driving a rental car with the convoy. The smiles on the faces of the P. & A. Wood fellows in the Bentley Continental and Silver Ghost overtaking us on the highway will remain forever with me.

The next day we were to visit P. & A. Wood to have the damage properly assessed. We were to leave the car whilst we travelled back to Australia and they had the job of fixing the water pump and fan assembly. I considered it would be sensible to attend to other repairs whilst in their hands. Their full assessment of the car for full originality restoration purposes which covered five days of work to consider every aspect of the car from instrument calibration to brakes, trim, mechanical, body etc. was offered. But this was not what I was looking for. Rather they were to prepare an assessment based on an underbody inspection, test drive to identify apparent issues that may need rectification, that would take approximately three hours. This was to be sent to me before they undertook any work.

The report that followed within a couple of weeks would

have been the best thing that I have done with the car since becoming its owner. It not only confirmed my suspicions on some “niggling” issues, but gave me a “to do list”, some of which I was able to undertake when I returned the car to Australia and some that I was to have them attend to whilst the car was in their care after they provided cost estimations. Such was the quality of the materials used and the workmanship, my only regret later was that I realised that I should have had them attend to more of the work.

Before flying back to the U.K. to pick up the car to attend the Post-War Six Cylinder Register Rally, I was to be contacted by P. & A. Wood mechanics with the news that the fuel tank was in need of possible replacement. This was a problem that sounded a bit familiar with my other Mk VI that developed similar tendencies. Due to time constraints it was decided to have them place easily replaceable after-market filters to prevent any debris passing to the fuel filter, fuel pumps and carburettors.

We were to collect the car after being away for three months and very keen to travel the distance to Devon. All of our travelling belongings, suitcases, memorabilia, touring kit, spare parts (some of which were acquired for another R-R car restoration project) were to fill the car to capacity. The items that were not able to fit in the car were shipped home by P. & A. Wood for us. They were most obliging, helpful and I could not have been happier with the service that they provided.

To be continued



***Above:** Six fine examples of the SZ-series cars were present on the day, including John Tetley's 1981 Bentley Mulsanne, BSB03228.*

End-of-year Get-together

Bushranger Hotel, Collector

5th December 2020

***Below:** Our Secretary Peter Hyland is rightfully proud of his 'new' 1994 Silver Spirit III, ASR54357. It is in particularly fine condition – practically as-new.*

***Right:** From left: Peter Colwell, Peter Hyland and John Tetley.*





Above: Over the weekend we were privileged to welcome Bruce & Jeanette Duncan and their 1989 Silver Spirit, ASK26816. Bruce is of course the Club's Federal President.

Right: David & Linda Neely's 1985 Silver Spirit, ASF13836.



Below: Tim & Linda Collins' 1986 Silver Spirit, ASG15221. The somewhat whimsical concrete structure in the background is a Collector oddity.





***Above:** By far the furthest travelled for the event – from Dubbo – Peter & Kate Colwell's 1957 Silver Cloud, SFE67.*

***Below:** Perhaps this is evidence of that your Editor needs to brush up on his photography skills! Here we see, from left foreground, clockwise around the table: Kate Colwell, Peter Colwell with back to camera, Ian Oliver with face hidden, Tina Oliver, Jeanette Duncan, Bruce Duncan (Federal President) and Manuela Bennett with back to camera.*





Above: From left foreground, clockwise around the table: Joe Quattrocchi, Mike Mulvihill, Graham Lawrence, John Tetley, Peter Hyland, Linda Neely, David Neely.

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





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



Left: Peter Toet's recently-acquired 1963 Bentley S3, B98EC.

Below: The earliest car present on the day was 1950 Silver Wraith H.J. Mulliner touring limousine, WHD101, Martin & Manuela Bennett.





Above: Demonstrating further evidence of your Editor's inexpert photography, from left foreground clockwise around the table are Narelle O'Rourke with back to camera, Linda Collins with face hidden, Tim Collins, Chris O'Rourke and Peter Toet. I really must try harder!



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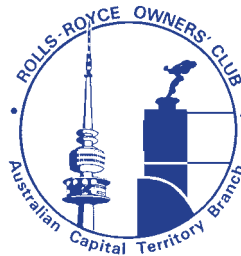
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Russell Rolls
(Chairman of Trustees)

Tailpiece . . .



The exquisite three-quarter rear view of the 'S' Series cars is seen to double advantage here with, nearest the camera, Ian & Tina Oliver's 1960 Bentley S2 B25CT, parked behind Peter & Kate Colwell's 1957 Silver Cloud SFE87 during the recent End-of-year Get-together in Collector. In their heyday, this was of course the view that most other motorists saw!



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