



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.



Branch mailing address:
PO Box 773, Mawson, A.C.T. 2607

DEDICATED TO ROLLS-ROYCE & BENTLEY ENTHUSIASTS

Summer 2021 / 22



BC96XE

1965 Bentley S3 Continental H.J. Mulliner 'Flying Spur' saloon

Graham Lawrence

Terribly British Day

From the Branch President

phy40183@bigpond.net.au



Since our last Club outing, to the Goulburn Steam Works in May, and thanks to the vagaries of the Covid restrictions, our subsequent planned outings were unfortunately postponed. However, because of the collective efforts of the populace with Covid vaccination rates, 16 of us were finally able to make a cross-border visit to the village of Murrumbateman for an enjoyable lunch at its 'Country Inn' in November (see pages 4 to 7). Let's now hope that eased restrictions will enable future outings to proceed as planned. I record here our collective gratitude to Martin Bennett for his untiring efforts in pulling together an ongoing Calendar of Events.

Our next Branch events over the weekend of 4/5 December included our traditional End of Year Get-together and the Terribly British Day at Queanbeyan. I draw your attention to the photographic coverage of these events elsewhere in this edition of the *The Capital Letter* – but for those of you who we didn't see during that weekend, let me wish you all the compliments of the New Year and let's hope we can all enjoy catch-ups with our loved ones we've missed over the last 18 months or so.

While there may not have been many obvious outward signs of recent Club activity, rest assured that the Federal Rally Committee comprising Messrs Bennett, Collins, Hyland, Irwin, Oliver and Toet are beavering away behind the scenes organising our Branch's hosting of this event in early March next year. As previously stated but closer to the time, we will need to seek some voluntary assistance from you our A.C.T. members, with Rally related events such as initial vehicle marshalling at the Sunday time-line display in Queanbeyan, staffing the Rydges Hotel Rally HQ office for two days, selling raffle tickets and generally "being available" for our interstate guests – nothing too onerous!

But don't forget, A.C.T. members also need to complete the Rally Registration form! – we only know of six of our members participating so far. The form may be downloaded from our website rrocact.org.au

Proceeding with pleasure!

Peter Hyland



Left: Our logo for the 2022 Federal Rally in Canberra was devised by our President Peter Hyland by wisely adhering to the keep it simple principle. Its basis is a photograph from our late member Chris White of his 1925 Twenty GPK1. The 20 Horsepower Rolls-Royce was introduced in 1922 and the Rally will commemorate that centenary.

Front Cover: Branch member Graham Lawrence's magnificent 1965 Bentley S3 Continental H.J. Mulliner 'Flying Sput' saloon BC96XE at the recent Terribly British Day at Queanbeyan Park.

From the Editor

hjmullinersw@bigpond.com



The Branch Events Calendar is taking shape again with the waning Covid-19 crisis. Although I say that while touching wood, we have already enjoyed a mid-week run in November and three events over two days in December. Whilst it might be tempting fate to assert that we are out of the woods, your Committee is confident that we are well placed for the programme of events set out on this page to go ahead.

Our own Branch members are strongly encouraged to register for and participate in the forthcoming Federal Rally hosted by us in Canberra. A Rally Registration form was sent out with the October 2021 edition of PRAECLARUM, or it may be downloaded from the A.C.T. Branch website rocact.org.au

You only need to pay for any function(s) within the Rally that you actually wish to attend. It would be great to see as many local members as possible at the Friday evening Welcome Cocktail Party, for example. The cost is low, while some of the other Rally functions, such as the Sunday Display Day at Queanbeyan Park, are free of charge.

Our first foray into resuming our normal activities, the mid-week run on 17th November, attracted 16 members and guests, which was a very good start. The End-of-year Get-together was superbly hosted by Ian & Tina Oliver at their extraordinary new home and was likewise a resounding success, as was the Terribly British Day at Queanbeyan Park the following day.

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 each forthcoming event is provided by email and/or text message 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 2nd February: 7.00 p.m. for 7.30 p.m. Branch Meeting at the home of President Peter Hyland, 49 Barnet Close, Swinger Hill.

Sunday 13th February: the Run planned for this date has been postponed due to ongoing Covid concerns. If concerns abate you will receive the usual event notification by email and SMS.

MARCH

Thursday 3rd to Monday 7th March: The 64th Annual Federal Rally of the Rolls-Royce Owners' Club of Australia, Canberra, A.C.T., hosted by the Australian Capital Territory Branch. Rally Headquarters: Rydges Capital Hill, Forrest.

Sunday 20th March: Lunch run to the the Burrawang Hotel, in the picturesque Southern Highlands village of Burrawang. 12.00 noon in Burrawang, allowing two hours driving time from Canberra. Burrawang is 14 km. east of Moss Vale just off the A48 Illawarra Highway. Please contact Joe Quattrocchi on 0416 304 027 to indicate numbers of intended participants.

Wednesday 30th March: 7.00 p.m. for 7.30 p.m. Branch Meeting at the home of Ian & Tina Oliver, 121 Mugga Way, Red Hill. Please note that this is the Meeting that would normally be on the first Wednesday in April but is being held a week earlier. A major discussion point will be the Federal Rally held earlier in March.

APRIL

Monday 4th to Thursday 7th April: Silver Cloud, Bentley S Series, Phantom V & VI Register 'Head in the Clouds' four-day Murray Valley and Snowy Mountains get-away. Registrar: Martin Bennett 02 4829 7140 hjmullinersw@bigpond.com

Sunday 17th April: Lunch run to Laggan Hotel, Laggan, N.S.W. Approximately two hours drive from Canberra via Goulburn and Crookwell.

Wednesday 27th April: Mid-week Cars & Coffee run to the Sutton Bakery, arriving around 10.30 a.m.



Above: Martin & Manuela Bennett, with a full car-load in B25CT, met with Bryce & Marcia Ronning in WFC67 and Mike Mulvihill in SZD313 at our usual rendez-vous beside the Hume Highway at Yarra before departing to Murrumbateman via a coffee break at Gunning.

Mid-week Lunch Run Murrumbateman Country Inn

Wednesday 17th November



Left: Although at first glance this appears to be a Rolls-Royce Silver Wraith, it is in fact one of Garry Scorgie's wedding hire cars with all running gear, suspension, brakes etc. of another make. Externally, the body is by H.J. Mulliner and is from a Silver Wraith.



Above: David & Linda Neely joined us all the way from Sydney in their much-travelled 1985 Silver Spirit ASF13836, staying the night at the Murrumbateman Country Inn.

Below: President Peter Hyland's 1994 Silver Spirit III ASR54357.



Right: The Inn is well sign-posted.





Above: Peter Toet's 1964 Bentley S3, B98EC.

Below: Mike Mulvihill's 1961 Silver Cloud II, SZD313.





Above: Clearly members are keen to enjoy our post-lock-down events programme, and the first – this mid-week lunch run – was strongly supported.

Below: Bryce & Marcia Ronning brought their 1949 Silver Wraith, which has touring limousine coachwork by Hooper. It is roomy, very comfortable and runs beautifully.





Above, from left to right: Antonia Stafford, President Peter Hyland, and David & Linda Neely.

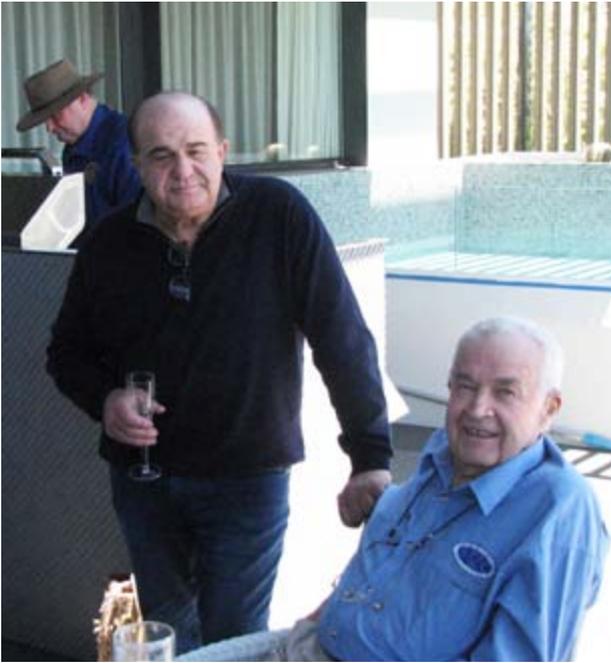
End-of-year Get-together

Saturday 4th December

Below: Chris & Narelle O'Rourke.



Above, from left to right: Raine Gulson, Ann Toet and Manuela Bennett.



Above: Joe Quattrocchi and Ray Gulson. Peter Toet in the background operating the barbecue.



Right: Host Ian Oliver pulling a beer for your Editor.

Below: In the superb basement garage two of the Bentleys had moved in but the rest of the cars had yet to be transferred to their new home.





Above: Our own Rolls-Royce & Bentley display at Terribly British, always creditable, was enhanced by a number of cars from the New South Wales Branch as well as a large contribution to the success of the day from the Bentley Drivers' Club (N.S.W. Region) of which our member Mike Mulvihill is Chairman.

Terribly British Day

Queanbeyan Park

Sunday 5th December



Left: Bryce Ronning relaxing and catching up with the news in the lounge-like comfort of his 1949 Silver Wraith WFC67.





Above: Always a crowd-pleaser, Ian & Tina Oliver's much-traveled 1951 Bentley Mk VI Park Ward drophead coupé B14MD.

Below: Conceptually similar though from four decades later is BDM30454, a 1991 Bentley Continental convertible by Mulliner Park Ward, brought from Sydney by N.S.W. Branch members Keith Wherry (H.L.M.) & Marie Harland who also displayed their fine 2012 Bentley Mulsanne saloon.





Above: It would be an understatement to say that Mike Mulvihill is pleased with his newly-acquired Bentley Continental GT coupé – indeed he is tickled pink! It is an exact twin of Ian Oliver’s car also in our Branch, so the opportunity awaits to photograph the twins together for a future edition.

Below: The earliest of a considerable contingent of Continentals to contentedly contemplate was our front cover car, Graham Lawrence’s wonderful 1965 S3 H.J. Mulliner ‘Flying Sput’ saloon BC96XE, seen here as Graham departs for home in Sydney.





Above: Victoria Branch member Denis Deasey's 1958 Bentley S1 B639FD is a beautifully-kept car which no doubt accomplished the journey with the nonchalant ease that we continue to associate with these cars even after 60 years or so.

Below: Your Editor's 1960 Bentley S2 B25CT.





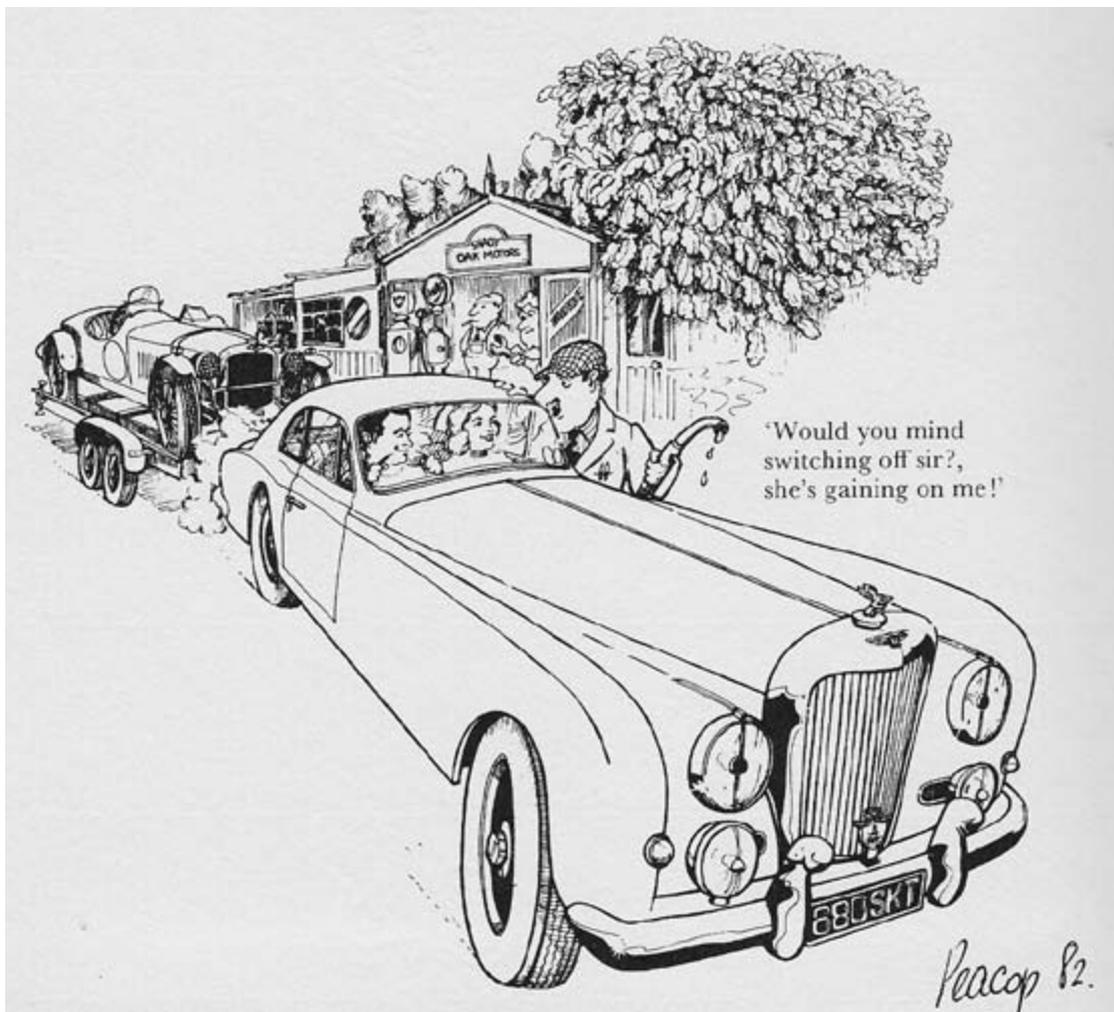
Above: Making its debut at a Club event was Luke Drady's 1981 Silver Spirit ASB02236, which we hope to see more on future Club runs.

Below: For the second time within a fortnight David & Linda Neely joined us all the way from Sydney in their intrepid 1985 Silver Spirit ASF13836.





Above: Our President Peter Hyland's 1994 Silver Spirit III ASR54357 – 'Lady Grace'.





1955 Mercedes 300SLR, number 722. Even in 1955 it featured desmodromic (no springs) valve operation, and direct fuel injection, which resurfaced about five years ago. But no electronic aids. This car has never been offered for sale and is in the Mercedes Museum in Stuttgart. It was driven by Stirling Moss to victory in the 1955 Mille Miglia, averaging almost 100 miles per hour for 990 miles. The endurance feat of Moss wrestling the car for 1000 miles of Italian public road (cleared of traffic) without modern handling and safety aids mentioned in this article, at up to 170 mph, is mind-blowing. Power is taken from the crankshaft via a central gear rather than the flywheel end as normal, thereby avoiding crankshaft torsion in the long eight cylinder engine, which developed 300 horsepower at 7500 rpm from 3 litres. Moss occasionally drove it at 8200 rpm. On the day I took this picture in 2015, Stirling Moss was wandering among the Pebble Beach crowd.

Interminable Technology

By Peter Colwell

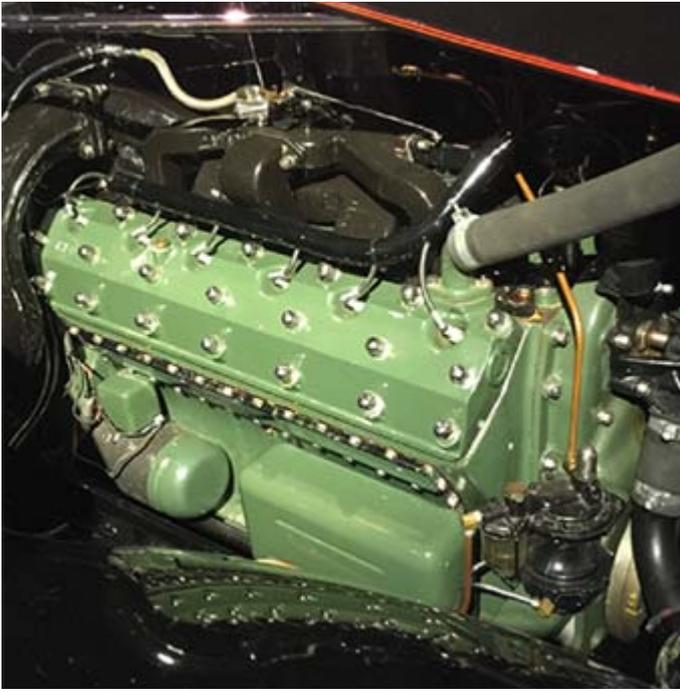
As time goes by I seriously lament the lack of appreciation by the general public of the spectacular advances in technology.

Having seen the biblical three score years and ten, I remember all kinds of early advances and how they were greeted with great enthusiasm by motoring writers and buyers alike. I was fortunate in being born with a natural fascination and curiosity about mechanical things. Fostered by my father's strident attitude to maintenance, and his firm belief that things lasted indefinitely with proper maintenance. Interestingly, that very sentiment is contained in a Caterpillar handbook. After all this time, I now have several vehicles that still run well after 50 years without ever having been taken apart.

But back to technology. What often happens is that the government mandates some level of action that at first can't be met. The manufacturers go in to overdrive and then come up with the answer in a way that is financially advantageous to them. For example, the TFT dashboards we see in many of today's cars. Magic almost. Well yes, but actually much cheaper to make than say an analogue speedo and other gauges. It also explains why many different brands use

Right: This work of art engine is a 1935 Mercedes 540K, Pebble Beach, California.





Above: This is a 1934 Packard V12 developing 160 h.p. from 7.2 litres. Immaculate old flat head technology photographed by the Author at Fountain Head Museum, Fairbanks, Alaska.

Right: The complex front wheel drive system of a 1929 Citroen. No electronic aids in sight, not even brakes.



common components. Even Rolls-Royce. And cars are advertised using animal props or some other inane promotion, while their hidden space age technology goes unmentioned.

But what about suspension controls, torque vectoring, autonomous individual braking? Who cares? Well, these items have resulted in a spectacular drop in road deaths. Cars no longer routinely flip over as they once did, no matter how crazy the driver. In the days of the FC Holden I remember that the national road toll of 2000 was considered average. Now with millions more cars on the road, all driving longer distances, the toll is down by 80%. I regret that no credit is given for this by the authorities, whose only mantra is speed kills, and must be weeded out by massive fines.

But despite all the advances that are taken for granted by the buying public, the most dramatic advances have been made in trucks and even motorcycles. Much bigger trucks now cruise at twice the speeds of a few years ago, and carry twice and more of the loads, yet use about half the fuel. Most have engines that the same size as those of the 1950s, but producing three or four times the power with no increase in fuel consumption. This has been achieved by means of electronic controls that ensure that every drop of fuel is efficiently used.

In the car world of petrol engines, the biggest advance of recent years rarely gets a mention. It is direct injection of fuel. First appearing in Porsche and other exotics but now common in many cars. One of the reasons diesel engines became popular in cars was their much better fuel consumption, and the reason for that was their much better thermal efficiency, i.e. getting more energy from a quantity of fuel. But the reason for that is that diesels by definition use direct

injection. So now diesels and petrol engines are now getting much closer together. Direct injection allows much higher compression, even as high as 14 to one. Totally impossible with the old indirect injection. Modern engines compress only air, so detonation and associated issues are non-existent. And all this increased stress is matched by much better metallurgy and oils.

The result of all this is surprising. Not many people would be aware that one of the most efficient petrol engines in use today is fitted to . . .wait for it . . . the common or garden Toyota Camry, which achieves thermal efficiency approaching that of a diesel engine. As small diesels are being phased out, technology is once again taking up the slack.

It seems that few motoring journalists are up to speed with many of these technological advances and seldom comment on them. Which brings me back to the beginning. Every time I drive my 1997 Land Rover I enjoy its super-smooth, quiet 4-litre V8 engine of basically 1950s design. It goes about 20 miles to a gallon of fuel on a good day. I also drive a late model Volkswagen Amarok. Its engine is just 2 litres, but it produces vastly more power, and goes around 30 miles on a gallon of fuel. Says it all really.

So where does that leave my six-cylinder Silver Cloud? Well, happily, people still appreciate something that is not about technology. Its a work of art, which is not something that can be said about even the most technologically advanced people transport that will be out of date next year.

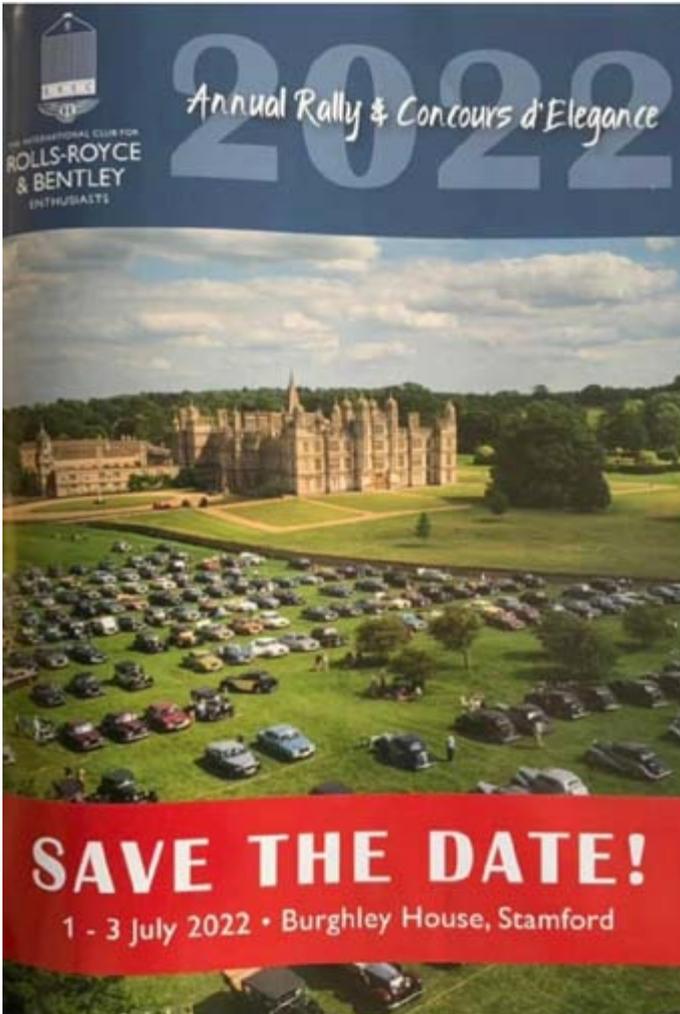
Next issue? Electric cars and the difference between torque (at which they excel) and power.



This 1970s photograph by Fred English shows the then service workshop and spare parts depot of Kellow-Falkiner Pty Ltd, Rolls-Royce & Bentley retailer and service agent for Victoria and the Southern Riverina, at 93 Commercial Road, South Yarra. The car is Fred's 1952 Bentley Continental, BC12A.



Member's Car For Sale



1956 Bentley S1 (B216BA). Black with lovely red leather interior in perfect condition. Mechanical and body excellent. Fitted with air conditioning. Drives beautifully. Registered in Victoria. \$45,000 ono

Suzie 0412 262 336



Below: Another photographs sent by David Neely, from the wonderful Fred English photographic archive, taken on a drizzly day in December 1969 during the Victoria Branch Concours, showing your present Editor with Jim Matches, who as well as owning the 1947 Bentley Mk VI (B103BG, on the right of the photo), had a 1938 Phantom III, 3CP82, which was the first Rolls-Royce car your Editor ever rode in.





Tailpiece . . .

Ian & Tina Oliver's B14MD in the basement garage of their remarkable new home, where members met on 4th December for our End-of-year Get-together.



BRANCH OFFICE-BEARERS

President:

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

Secretary:

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

Senior Vice-President & Technical Registrar:

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

Treasurer:

Ian Oliver
 PO Box 9254
 Deakin ACT 2600
 0417 260 927
ian@ianoliver.id.au

Junior Vice-President:

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

Membership Registrar:

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