



# 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**

**Autumn 2022**



B55BN

1934 Bentley 3 1/2-Litre Park Ward drophead coupé

Alastair & Diane Kinloch

## The 64th Annual Federal Rally



# From the Branch President

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Well, we nailed it again! – the A.C.T. Branch hosted another very successful 64th Federal Rally in early March at which approximately 220 participants in 120 cars registered. Due to flooding in the south-east Queensland / north-east New South Wales border areas, some general lingering Covid concerns and threatened widespread heavy rain, some last minute cancellations were inevitable – especially by owners of the older open-bodied cars. But the predicted rain failed to dampen any of our events and judging by the many comments we received from those who did attend, our programme met most expectations and overall, our interstate guests enjoyed a very welcome and worthwhile Rally.

The success of the Rally was obviously due to the considerable work that three Committee members put into its planning and the volunteers who helped during the Rally itself. I extend my heartfelt gratitude and thanks to Martin Bennett, Ian & Tina Oliver, Ian & Ida Irwin, Mike Mulvihill, Peter Toet and Tim Collins. A small but dedicated team of enthusiasts!

Our Branch also notched up successes in the Concours d'Elegance judging with Alastair Kinloch's 1934 3½-Litre Bentley, Ian Oliver's 1951 Bentley Mk VI and Chris O'Rourke's 1957 Silver Cloud winning their respective class awards, with Alastair also winning the Bentley Trophy. Congratulations to the three of you – we all love your cars!

Despite our best intentions, the last couple of planned Branch runs have had to be postponed for various reasons – but these will be re-scheduled for some time soon. While on the topic of runs, can I seek some broad-based assistance from any members who would be willing to organise such a run? We do not have a designated Events Captain, and largely by default, this role has been assumed by Martin Bennett. We all appreciate the huge effort Martin already puts into his Secretary's role as well as his expertise in producing *The Capital Letter*: he is also the Silver Cloud / Bentley S Registrar so I believe it to be unfairly burdensome for him to be organising our runs as well. Any event organising volunteers will be gratefully appreciated. Now that Covid restrictions are largely behind us, we can all once again enjoy taking our cars out for a bit of exercise (many dogs will be relieved if we do!) and so I wish you safe and enjoyable driving.

Finally, it is with pleasure that I welcome Paul James into membership.

*Peter Hyland*



*Left: Peter Toet sent this shot, taken in 1976 at the annual Vintage Car Rally at Kalorama, Victoria, of his 1935 Phantom II 93TA, in a previous ownership but well before a more recent owner had "personalised" it. Above: 46 years later at the Canberra Show, where it was photographed by Peter Hyland.*

**Front Cover:** The restoration of a pre-war Rolls-Royce or Bentley motor car is no small undertaking. To achieve the superlative standard of Al & Di Kinloch's 1934 Bentley 3½-Litre drophead coupé B55BN raises it to an altogether higher plane. B55BN was awarded two Trophies during the recent Federal Rally and is seen here at Rally HQ.

# From the Editor

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Thick finger syndrome struck again with a horrible typo in the last edition where, on page 12, I inadvertently described Graham Lawrence's magnificent S3 Flying Spur as a "Flying Sput"! My apologies to Graham.

For the recent Federal Rally, our own Branch members responded to the tune of 14 members and partners, bringing 12 Rolls-Royce & Bentley motor cars. The number of entries from all Branches was extremely gratifying, and with the Rally commemorating 100 years of the Rolls-Royce 20 Horsepower and it was gratifying to receive entries from owners of no fewer than 12 fine examples of that 1920s model, which would have been an impressive showing if the shocking weather in some parts of Australia from which these cars were coming had not prevented most of them from taking part, while quite a few other cars were also obliged to be left at home.

In the Federal Concours, a total of four Trophies were won by three A.C.T. Branch members – Alastair Kinloch, Ian Oliver and Chris O'Rourke (see pages 4, 8 and 9).

A month after the Federal Rally several A.C.T. members participated in the 'Head in the Clouds' alpine tour organised under the auspices of the Silver Cloud, Bentley S Series & Phantom V/VI Register of the Club (see page 17).

*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*.

### **JUNE**

**Wednesday 1st June:** 7.00 p.m. for 7.30 p.m. Branch Meeting at the home of our President Peter Hyland, 49 Barnet Close, Swinger Hill.

**Sunday 5th June:** Lunch run to Laggan Hotel, Laggan, N.S.W. Approximately 1 hour 40 minutes drive from Canberra via Goulburn and Crookwell.

### **JULY**

**Wednesday 13th July:** 'Cars & Coffee' mid-week morning run to the Bakery at Sutton. Arrive around 10.00 a.m.

**Sunday 24th July:** Lunch run to Murrumbateman Country Inn. Arrive around 12.30 p.m. or if you feel so inclined, those coming from Canberra could drive up through Sutton and Gundaroo and meet at Gunning around 11.00 a.m. for coffee at the café in the main street, then drive on to Murrumbateman for lunch. A pleasant day out.

### **AUGUST**

**Wednesday 3rd August:** 7.00 p.m. for 7.30 p.m. Branch Meeting and Annual General Meeting of the Branch at the home of Ian & Tina Oliver, 121 Mugga Way, Red Hill.

**Sunday 14th August:** Run to Bungonia Gorge with lunch served by the Country Women's Association in Bungonia village. Organiser: Bryce Ronning 4821 4388



*Above: Four Federal Concours Trophies were awarded to Branch members Alastair & Diane Kinloch, Ian & Tina Oliver and Chris & Narelle O'Rourke for their magnificent cars, while our President Peter Hyland (above right) was awarded the Frank Cove Trophy for his unceasing work on the organisation of the Rally. Great achievements all round by our members.*

## The 64th Annual Federal Rally of the Rolls-Royce Owners' Club of Australia



Canberra, 3rd-7th March

*Words and photographs by the Editor*

As one of our great poets pointed out, we are a land of droughts and flooding rains. The 64th Federal Rally of the Rolls-Royce Owners' Club of Australia coincided with the worst and most widespread deluges and flooding, certainly within the decades represented by the history of the Club. The many thousands of people who have lost their homes, livelihoods, and even in some cases their lives, provide some perspective to the ways in which the Rally was affected, giving pause for thought.

How was the Rally affected? We had of course hoped to make it a celebration of the Twenty Horsepower model introduced 100 years ago. At one point, more than a dozen of that model were registered for the Rally – i.e. some ten percent of the total cars at the Rally – a number that would have lent the Rally considerable cachet as a serious celebration of the model. In the event though, only a handful were actually able to make it to the Rally. To drive a 'Twenty' on a long interstate journey in even the best of weather conditions is downright heroic, and I pay tribute here to those members who actually accomplished that, as well as to those who had diligently planned to do so only to find their plans thwarted by

the wettest weather conditions in living memory. Fortunately for the Rally itself, although the appalling weather affected most parts of eastern Australia, it seemed shy about spreading to Canberra, and the outdoor events of the Rally were not affected.

So, the real heroes of the 64th Federal Rally were the 20 h.p. owners, regardless of whether or not they were actually able to get their cars to the Rally. The Friday 20 Horsepower seminar, presented by N.S.W. members David Davis and Tony Strachan, both of whom are very long-term, very experienced owners, was very much appreciated, with a good deal of learned discussion contributed by other owners present.

There was of course another adverse circumstance: the Covid 19 pandemic. In terms of Federal Rallies, to date we have seen one cancelled, to the great distress of its organisers and those members who had intended joining what would have been a truly superb Federal Rally. Then there was another which was obliged to be limited in size and which it subsequently became clear would also have been cancelled had





**Above:** PRAECLARUM Editor Mick Matheson brought the only Silver Ghost present on the Rally – 1924 chassis 64EU with tourer coachwork by Smith & Waddington. It was photographed at Sutton Bakery during one of the Observation Runs.

it been timed differently by as little a fortnight! But as far as Federal Rallies may be judged, in Geelong last year we had a most enjoyable Rally with a toe back in the water as it were, and the pattern of annual Federal Rallies bravely re-established.

As we delight in telling people, the A.C.T. Branch is the most recent of the Club's Branches, as well as by far the small-

est. In order to coax the Club's toe a little further into the water (though we hadn't counted on quite so much water!) it was decided very early that we would not trouble anybody whatsoever for sponsorship or even advertising in the Rally Programme booklet, the Branch having found itself with sufficient financial resources to do without those things. It was also decided that each of the individual functions of the Rally would be subsidised from those resources. That is, the par-



**Below:** 1936 25/30 h.p. H.J. Mulliner saloon GGM10, owned by George & Sue Blenkhorn (Vic.), at the Sutton coffee stop during the same Observation run.





*Above: 1980 Corniche Convertible DRH50536, owned by Colin Chapman (S.A.), at Sutton Bakery during one of the Observation Runs.*

*Below: This 1924 Twenty GRK81, with its very unusual and innovative Barker “carrosserie transformable” or “torpedo cabriolet” coachwork was owned for several decades from just after World War II onwards by the late Victoria Branch stalwart Patrick Kane-White. The present custodians are Neil & Louise Matthews (Vic.). Seen here during the Dawn Patrol.*



Participants would pay less than the costs associated with various functions. Unless you were a late registrant, you were also relieved of the ‘registration fee’ that has been a feature of many Federal Rallies for some decades now. Our priority was to maximise the participation in an attempt to get back to a ‘normal’ Federal Rally in terms of numbers. We had to live with the fact that the pattern of the pandemic and the restrictions associated with it could at any stage have seriously limited or even cancelled the Rally.

My experience during the Friday Welcome function and the Sunday Presentation Dinner, both of which featured a ‘bar tab’ wholly funded by the host Branch in addition to the very substantial subsidisation, told me that it was a less than successful idea. Even a generous pre-paid drinks tab will run out very quickly and start causing problems. We are unlikely to repeat that error. I’m pretty sure nobody comes to a Rally for the free drinks, so it is my belief that a policy of ‘beverages to your own account’ will prevail at future Federal Rallies in Canberra!

During the Presentation Dinner our Branch President and Master of Ceremonies Peter Hyland pulled off a masterstroke by appearing in full fig as Prime Minister Stanley Melbourne Bruce, who was a Rolls-Royce 20 Horsepower owner, linking the car and the building we were in to the theme of the Rally. Everybody seemed to enjoy that. At that function, the diners were not served ‘alternate’ dishes and therefore did



*Two former A.C.T. Branch cars were present on the Rally: **above** is 44EF, a 1927 Phantom I Martin & King saloon with division and magnificent original Grebel headlamps, now owned by John & Helen Reis (Vic.) . . .*

*. . . and (**below:**) 1934 20/25 GWE16 Hooper sports saloon now owned by Ian & Sue Berg (Vic.).*







***Above:** Our own Ian & Tina Oliver presented B14MD, their immaculate but very well-traveled 1951 Bentley Mk VI Park Ward drophead coupé for judging in the Concours and were rewarded by receiving the Trophy for Class 7.*

***Below:** Similarly, our members Chris & Narelle O'Rourke's 1957 Silver Cloud SED51 is seen here with the judges in attendance. The judges were clearly impressed, as this particularly fine car was awarded the Trophy for Class 8.*







**Above Left:** Ian Oliver receives the Class 7 Trophy for his 1951 Mk VI Park Ward drophead coupé B14MD as Neil Matthews of the Judging Committee looks on.



**Above Right:** Chris O'Rourke with the Class 8 Trophy with which he was presented for his Silver Cloud SED51.

**Right:** Alastair Kinloch looking justifiably pleased at winning both the Class 5 Trophy and the Bentley Trophy for his newly restored 1934 3½-Litre Park Ward drophead coupé B55BN (see front cover photo).



not have the opportunity to swap with their neighbours. We regret any inconvenience caused to members by that, but a further subsidisation of more than \$1,800 *per course* for that enhancement would have pushed the already very high cost of the function towards becoming a bridge too far, possibly requiring us to seek out a more commonplace venue. As it was, our Branch subsidised the Rally to the tune of a very considerable sum.

Another highlight of the Presentation Dinner was David Davis making very good use of his vast knowledge, as well as his engaging sense of humour, in a fine speech dealing





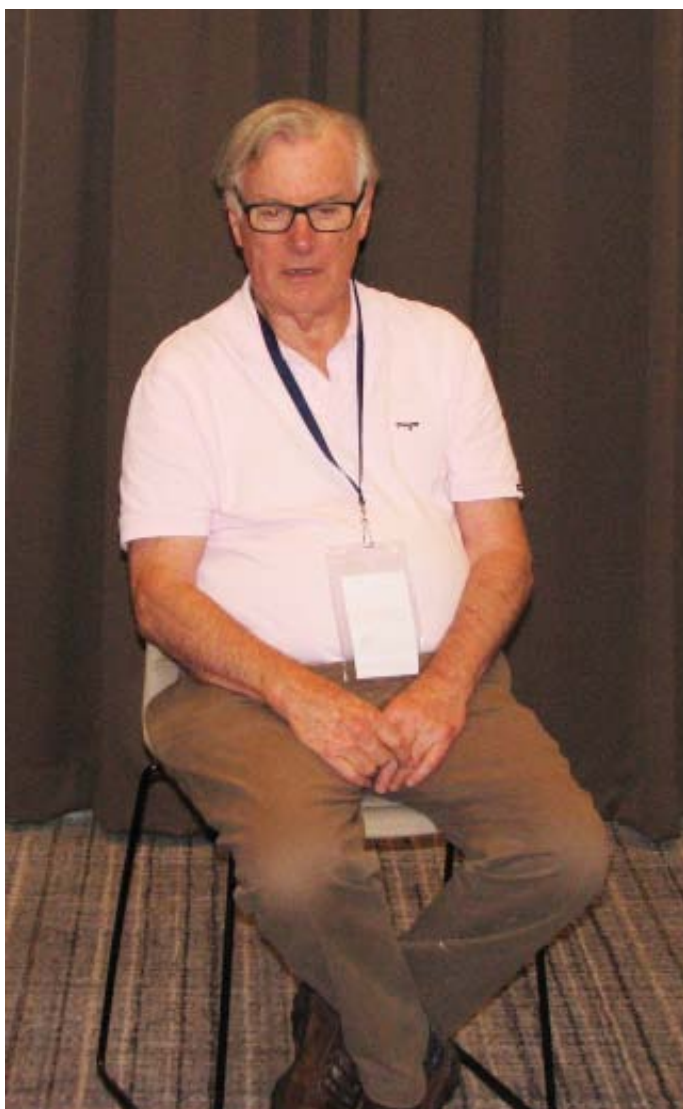
***Above:** Judged 'Best Pre-War Car' in the Federal Concours, Noel & Janice Baker's 1928 Twenty GTM10, with Martin & King saloon coachwork, is seen here during the Dawn Patrol after arriving safely from Victoria despite the appalling weather that was occurring seemingly everywhere in Eastern Australia except in and around Canberra!*

***Left:** David Davis (N.S.W.) providing his thoughts on the 20 Horsepower model, of which he is a very long-term, highly-experienced owner, to an appreciative and closely-engaged audience in the Seminar.*

with a hundred years of the 'Twenty' – that most charming of vintage Rolls-Royce models.

For me there were two other high points of the Presentation Dinner, which were the looks on the faces of two fine gentlemen of the Club: Rory Poland of the South Australian Branch, when he learned that he had been elected Honorary Life Member of the Club, and Ken King of the Victoria Branch who could not have been more delighted at his Phantom II 19JS winning the E.J. Vidler Shield for Age & Authenticity as well as Overall Winner. Congratulations Rory and Ken.

Thanks are due to Ian & Ida Irwin, Mike Mulvihill, Peter Toet and Joe Quattrocchi, all of whom looked after our 'Meet & Greet' Rally Registration office during the first two days of the Rally when participants were arriving, as well as to Peter Toet and Tim Collins who were Marshals during the Display Day at Queanbeyan Park.





Two Phantoms more than four decades apart. **Above** is the Overall Winner of the Concours d'Elegance and winner of the coveted E.J. Vidler Shield for Age & Authenticity, 1931 Phantom II Continental Hooper sedanca de ville 19JS, owned by Ken & Margaret King (Vic.), while **below** is 1976 Phantom VI Mulliner Park Ward limousine PRH4840, owned by Eric & Amanda Henderson (Vic.). Both are seen here on the Dawn Patrol during the Rally.







***Above:** 1923 Twenty 76A5 was one of two 20 h.p. cars heroically driven on the epic journey from Adelaide. Owner/driver: Adrian Akhurst (S.A.).*

***Below:** The early post-war standard steel saloons enjoy a big following, in both Rolls-Royce and Bentley marques, both of which are seen here during the Dawn Patrol. Nearest the camera is 1951 Silver Dawn SFC32, owned by South Australian Branch President Michael Henningsen, while the 1950 Bentley Mk VI B151GT is owned by Gerald Swinnerton (Vic.).*





*Above: 1938 Wraith WRB60, with remarkably original Hooper saloon coachwork, owned by Peter Jordan-Hill (Vic.) and photographed at the judging location in Phillip.*

*Below: Sir Henry Royce Foundation Chairman Russell Rolls (left) showcasing the winning entry in the Fred English Photography Awards, taken by Greg Coombes (Qld.).*







**Above, left to right:** 1960 Bentley S2 B25CT Martin & Manuela Bennett (A.C.T.), 1963 Silver Cloud III SDW327 Bob Doyle (N.S.W.), 1976 Phantom VI PRH4840 Eric & Amanda Henderson (Vic.), 1964 Bentley S3 B10EC Pamela Rose (N.S.W.).

**Below:** 1965 Silver Cloud III two-door saloon by H.J. Mulliner, Park Ward Ltd with its 'C'-suffix (denoting 'coachbuilt') chassis number SJR613C. Owner: Denis Deasey (Vic.).







*Above: Rally HQ with A.C.T. Branch member Mike Mulvihill's 1998 Silver Seraph AAC01243.*





Two beautifully preserved SY series cars built by the original (i.e. pre-1971) Rolls-Royce Ltd. **Above** is SBH2099, a 1967 Bentley T owned by Howard Wraight (Vic.) and **below** is SRH6847, a 1969 Silver Shadow recently acquired by our Branch member Joe Quattrocchi.





## Silver Cloud, S Series, Phantom V &amp; VI Register 'Head in the Clouds' tour

4th - 7th April



These two photographs provide a glimpse of this event, in which nine A.C.T. Branch people participated. **Above:** Some of the cars at the picturesquely located Bridge Hotel, Jingellic, N.S.W. From nearest the camera they are SFE143 (Greg Wayman, Vic.), B94HN (Ralph & Marg Plarre, Vic.), SZD313 (Mike Mulvihill, A.C.T.), and B6GJ (Tim & Marian Harper).

**Below:** 1963 Bentley S3 B6GJ, owned by South Australians Tim & Marian Harper at the Murray 1 Power Station viewing point on the Alpine Way. From left to right are Jason Bennett, Tim Harper, Manuela Bennett and Marian Harper.







## The Eight Cylinder Bentley

An eight cylinder aluminium engine of vee design now becomes the standard unit for the Bentley S2 and Bentley Continental. Delivering greater torque over the entire speed range, it replaces the six cylinder engine which has reached the peak of its development within the prescribed standards of silence and smoothness. These latest Bentleys follow the great tradition of the marque in combining a fine road performance with safety and comfort of the highest order.

### **Light weight, smoothness and power**

The new power unit which has been developed over the past five years, is of 6230 c.c. over-square design (Bore 4.1", Stroke 3.6") and is remarkable for its light weight, smoothness and power. The cylinder block and heads are cast in aluminium

alloy and hydraulic tappets operate the overhead valves. The engine has a compression ratio of 8 to 1, and is fitted with twin carburettors with automatic choke.

### **High safety factor**

The servo-assisted brakes have the high safety factor of two entirely separate hydraulic systems with an additional mechanical linkage to the rear wheels. These powerful brakes are free from fade and amply contain the car's improved performance.

### **Additional features**

Other features available on these cars include fully automatic transmission, power-assisted steering, electrically operated ride control, redesigned and more flexible air conditioning, electric rear window demisters and press button window lifts.



**Vale**

## **Keith James Wherry, HLM**

**20th September 1947 – 7th February 2022**

Although Keith was not a member of our Branch, he was such a larger than life figure in the Rolls-Royce Owners' Club of Australia as a whole that his legacy resonates across all Branches. Indeed he was a member of several other Rolls-Royce and Bentley clubs. He was enjoying a weekend in Mollymook with the Bentley Drivers' Club when fate took one of its ugly turns and he was drowned while taking an early morning ocean swim.

Keith served as New South Wales Branch President and was Federal President from 1986 to 1989, subsequently being recognised for his distinguished service by being elected to Honorary Life Membership of the RROCA in 1996.

Keith had a profound love of all Rolls-Royce & Bentley motor cars, with his diverse ownership choices pointing to a particular preference for models as widely diverse as the Silver Ghost, the late-1930s Phantom III and V8-powered post-war models right up to and including modern Bentleys.

Devoted husband of Marie. Adored father of Sarah, Kathryn and Emma. Stepfather to Bonita (dec'd), Kari and Danielle. Brother of Brian (dec'd) and Peter. Grandfather of nine. Highly valued friend to so many.

*Martin Bennett*

# Tailpiece . . .



*Handsome but different Bentley tails at the 2021 Terribly British Day, Queanbeyan Park. On the left is 1958 S1 saloon B639FD exhibited by Denis Deasey (Vic.) while B14MD on the right requires no introduction.*



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