

For Rolls-Royce and Bentley Enthusiasts

PRÆCLARVM

The National Journal of the Rolls-Royce Owners' Club of Australia

No. 3-14 June 2014



Quidvis recte factum quamvis humile præclarum.

Whatever is rightly done, however humble, is noble. Royce, 1924



PRAECLARVM

The National Journal of the
Rolls-Royce Owners' Club of Australia
No. 3-14 June 2014
Issue 272

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Front Cover:

upper: The **Overall Winner of the 2014 Federal Concours d'Elegance:** the 1964 Silver Cloud III, Chassis No. SGT397, Standard Saloon, owned by Roger & Beverley Cooke Of Victoria.

lower: **"A Different Atmosphere at the Concours Judging"** All Concours cars were judged on the Friday, making things easier for Judges and entrants to manage the requirements of the Display Day. The Judging took place in the Barrel Room of the Hope Estate winery where the ambience was improved by the maturing wines. Here the Best Pre-War Trophy and The Company Trophy winner prepares to be judged: the 1933 20/25, Chassis No. GHA11, Freestone & Webb, Tourer owned by John Milverton (NSW).

Club Website: www.rroc.org.au

Back Issues of Præclarvm: <http://praeclarum.rroc.org.au/>

Views expressed in PRAECLARVM are those of the individual writers.

The deadline for the August 2014 issue is 15 July 2014.



Photo: Fred English (NSW)

Members cars in the car park outside the Cypress Lake Resort in the Hunter Valley.



Photo: Brian Carson (QLD)

Jim Kelso's (NSW) 1924 20 H.P., (GRK81) a Carrosserie transformable by Barker was at the Federal Rally in the Hunter Valley.



The 1936, Derby Bentley, 4 1/4 litre, B201HM, Pillarless Saloon by Gurney Nutting of Mal and Robyn Henderson (NSW) was on display at the Display Day.



Photo: Fred English (VIC)

David & Judy Heuzenroeder (SA) 1924 20 H.P. (GMK4) a Doctors Coupe by Myers & Burnell attended its first Federal Rally since coming to Australia.

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Events Calendar

Federal and Registers

19-22 Sep	Dawn Patrol XII - Deniliquin and Hay, NSW	John Harriman 03-9598-6702
31 Oct - 3 Nov	NSW Branch Tour - Tamworth in Spring	Rex Vincent 0411-689-972
28 Mar 2015	RROC (USA) 64th National Meet, Orlando, Florida, USA	Simon White +1-321-436-7660
30 Apr - 5 May	RROCA Federal Rally, Fremantle, WA	Marie Hammat 0417-990-812

Australian Capital Territory Branch - President: Ian Irwin

15 Jun	Run to Braidwood,	Peter Hyland 02-6286-4265
Aug	Run to Bredbo - TBC	Peter Hyland 02-6286-4265

New South Wales Branch - President: Brian Crump

17 Jun	General Meeting, Canada Bay Club, Five Dock	Judith Merlin 02-4308-3811
5 Jul	RAC, Annual Dinner and Phantom V Fundraiser	Brian Crump 0419-417-813
12 Jul	Cucina Viscontini, Breakfast, Homebush Bay	Judith Merlin 02-4308-3811
18 Jul	AGM, Canada Bay Club, Five Dock	Judith Merlin 02-4308-3811
9 Aug	Cucina Viscontini, Breakfast, Homebush Bay	Judith Merlin 02-4308-3811

Queensland Branch - President: John Wright

22 Jun	Navigation Run	John Wright 0419-678-260
27 Jul	Concours d'Elegance, Ormiston House, Ormiston	John Wright 0419-678-260
24 Aug	AGM, venue TBA	John Wright 0419-678-260

South Australian Branch - President: Rory Poland

15 Jun	Adelaide Hills Run and Luncheon	Peter Forbes 0411-246-841
12 Jul	Presentation Dinner, Naval Military and Air Force Club	Peter Forbes 0411-246-841
4 Aug	AGM, Naval Military and Air Force Club	Peter Forbes 0411-246-841

Victoria Branch - President: Ralph Plarre

12 Jun	General Meeting, Bill Allsep House, Rowville	Brian Williams 0458-888-767
15 Jun	Winter Luncheon, Trackside Kilmore Race Course	Brian Williams 0458-888-767
16 Jun	Ladies Luncheon, Il Bacaro Restaurant, CBD	Marjorie Wilson 03-9846-5624
10 Jul	General Meeting, Nelson Bros Garage, Port Melbourne	Brian Williams 0458-888-767
20 Jul	DECA Track Day - Shepparton	Brian Williams 0458-888-767
3 Aug	Detailing and Judges Training Day, LGS1, Rowville	Brian Williams 0458-888-767
7 Aug	Visit to St Vincent's Institute Medical Research, Fitzroy	Brian Williams 0458-888-767

Western Australia Branch - President: Brian Tilbury

15 Jun	General Meeting at Samson Cellars, Fremantle	Max Cuypers 0412-630-808
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above: M-Sport Bentley wrote a new piece of Bentley history at Silverstone with a stunning victory at the second round of the Blancpain Endurance Series. In only the second competition event for both the Continental GT3 and the new race team, the #7 car driven by Guy Smith, Andy Meyrick and Steven Kane drove an astonishing race to take the chequered flag in first place. After recovering from a drive-through penalty in the first stint that left car #7 in 7th place, a combination of flawless driving and perfect pit-stops allowed Steven Kane to take the lead with just 15 minutes of the three-hour race left. He was then able to manage the pace and maintain a two-second gap to the #99 McLaren of Andy Soucek, eventually leading him across the line to take the chequered flag to the delight of the M-Sport Bentley team and the British fans gathered at the track. (Courtesy Bentley Motors)

Another Successful Rally:

The dust has now settled on the 2014 Rally and all involved were extremely happy with how successful it all was.

The organisers particularly were grateful for the expressions of thanks they have received and again, future rally organisers have had the bar raised on members' expectations! The Rally report in this edition goes but part way to show the pleasure of attending members, the Federal Rally is truly the highlight of the RROCA year.

Of particular note were the activities of Bob Doyle, who was awarded the Frank Cove Trophy in recognition of his outstanding contribution to the Rally's organisation and its smooth roll-out. Congratulations Bob.

Now is the time to begin to plan your trip to WA for next year's Federal Rally, to be held in Fremantle from 30 April – 5 May, 2015. You will not regret going!

Coming up to Touring Season:

This year there are 2 main tours being organised for the September driving season. Taking part in a driving tour is a great way to get involved with the Club and a great way to get to know members who share the same motoring passion with you.

The ever popular Dawn Patrol will be held in September. Organised by the Silver Wraith, Silver Dawn, Bentley MkVI and R-Type Register (Dawn Register to its many friends) it is open to all members no matter what model car you drive as the Dawners are a particularly friendly bunch. See page 6545 of this edition for full Patrol details. Make sure you book early to ensure you get a spot!

The NSW Branch are also organising a tour from the 31st of October until the 3rd of November in and around Tamworth, NSW. The full details were in the last edition of *Præclarvm*, page 6484, or you could contact Rex Vincent by text or call

0411-689-972.

As they say in their information: History, Driving, Good Company and Culture – What more could members want?

Back from Overseas:

Margie and I are just back from overseas with our 2 daughters, their husbands and our grand-kids. It was a great tour of the USA, culminating in a cruise in the north-west passage off Alaska. All members of our 9 person touring party had a great time. We adjusted our activities so everyone got to do things they enjoyed, even Xavier, the 8 month-old who was the youngest passenger on the cruise ship - and a great favourite with the other grandparents and crew on board who were all missing their grand-kids.

Until next edition,
Happy motoring

Tim Dean

GBK58, BSH20044

New Showrooms for P&A Wood

(courtesy Rolls-Royce Motors)

50 Years of P&A Wood

RROCA Members will have heard of the British Rolls-Royce Dealer and repair company, P&A Wood, even if it is only that the Australians traditionally take their RREC Rally photo at the front of their tent (see the end of the President's Column overleaf for this year's details).

After gaining an internship at Rolls-Royce, twin brothers Paul and Andy Wood decided to start their own business working exclusively on Rolls-Royce motor cars in 1967 from a small workshop in Moreton, Essex. With Paul heading up sales and coachwork and Andy in charge of engineering, the business flourished to such an extent that by 1970 they had to relocate to larger premises in

Great Bardfield, and then again 18 years later to their current home in the village of Great Easton, near Great Dunmow, Essex.

It is the only Rolls-Royce authorised accident repair agent for the UK and specialises in sales, service and spare parts for the entire range of models, from 1904 onwards. P&A Wood is unique in that it is able to carry out all aspects of vehicle restoration in-house, from mechanical work, engineering and machining to coachwork and interior trim.

In early June over 2,000 customers, friends and guests attended an event that marked 50 years of P&A Wood as one of the world's most respected authorities on the restoration and maintenance of Rolls-



Royce motor cars and, when broadcaster and P&A Wood customer Chris Evans shared the honours with Paul and Andy Wood in a ribbon cutting, marked the official opening of their new Rolls-Royce showroom. The brand new showroom and coachwork department represents £2.5 million investment.

The all-new glass-fronted space captures the hand-craftsmanship and attention to detail that's at the core of every Rolls-Royce, a style which is evident in the marque's flagship showrooms around the world. The new facility features a well-appointed customer Bespoke lounge equipped with state-of-the-art audio/visual equipment providing the perfect environment for customers wishing to commission highly personal, one-of-a-kind Rolls-Royce motor cars. The new showroom was unveiled together with an official accessories shop.

above: Chris Evans (centre) with Paul (l) and Andy (r) Wood prepare to cut the opening ribbon at their new salesroom.

left: The new P&A Wood Showroom in Great Easton, Essex



Hello fellow Rally goers and members.

Thank you to the New South Wales Branch for hosting the 56th Annual Federal Rally. Judging by the many letters and emails of thanks and congratulations, I understand that the majority of members had an enjoyable time in the Hunter Valley. I certainly enjoyed meeting as many of our members as possible and catching up with friends old and new. The Saturday evening attracted the largest number of participants with 294 attending the fun Night at the Races. We had 130 cars attending the Rally, with 22 cars entered for the Concours. I would like to acknowledge our major sponsors and supporters for their generosity in making the Rally such a success: Rolls-Royce Motors Cars, Bentley Motors, Trivett Bespoke, Tiffanys, Estee Lauder, Ogishi Glass, Tamburlaine Wines, and McGrath Limited.

I would also like to thank all our members for the support of the NSW Branch's fundraising activities for the Westpac Rescue Helicopter Service, both before and during the Rally. Many of our members visited the businesses in the Hunter Region that we promoted during the Rally and as a result some of those businesses donated a percentage of their weekend takings to the fundraising. The Westpac volunteers raised about \$1,350 on the Friday at Morpeth and at the Saturday Display Day. Combined with the business donations and our own efforts we raised \$10,000 for the Westpac Rescue Helicopter Service. This was a fantastic result and one of which, we are very proud.

This year's winner of the Frank Cove Trophy was Bob Doyle. Bob's contribution to the success of the Rally was incredible, just to give you some idea of the extent of this here are a few of the things Bob did. He made all the Rally bags, the coasters, the mementos presented to our sponsors and all the silhouettes of the Spirit of Ecstasy used on the tables and decorating the stage backdrop. All of which was donated to the Club. Congratulations and a huge thank you Bob Doyle.

During the weekend of 12 and 13 April I attended the Western Australia Branch Concours. There were some 27 magnificent cars on show and about 12 of them in Concours. This kept the WA Chief Judge well and truly busy for most of the day. I would like to thank the WA Branch members for making me so welcome and in particular Val Keogh and Bill Carey for being my hosts during my stay. I also had the opportunity to visit the Motor Museum of WA with Club Member Roy Whitchurch, who proved an exemplary host and very knowledgeable guide. Another WA Member Kelvin Ferris is Chairman of the



Board of this fine institution and is to be congratulated for the great work being done by the Museum. I recommend that a visit to this Museum should be an essential component of the itinerary for any of our Club members visiting Perth.

Our next Federal Rally is in Fremantle from 30 April – 5 May 2015. I encourage as many of our Eastern States members as possible, to make the effort to travel over to Fremantle for this Rally. The WA Branch members are always fantastic hosts and as one of our smaller Branches we need to make every effort to support them and their Rally. There is a major Overlander being organised from the Eastern States travelling anti-clockwise around the country via the Top End to this Rally and then returning across the Nullarbor. There are contact details and more information about this journey appearing in other parts of *Præclarvm*.

The Annual Reports from the Federal Executive and each Branch will be reproduced in other parts of this edition so I will not revisit those details here.

However, I would like to express my thanks to the Federal Executive, Wallace Moorhouse and Peter Chan for their continued work on behalf of the Club. Wallace has served his term as Federal Secretary and stepped down from that role at the AGM. Our new Federal Secretary is Steven McDonald from NSW and I thank Steven for taking on this role and wish him well for his term in the office.

It was my great pleasure at the Federal Rally to induct a new Honorary Life Member and I want to congratulate David Neely on achieving this distinction. David has been a continuous financial member of the NSW Branch for 34 years and has held many positions within the Club over a number of years including: NSW Branch Vice-President; NSW Historian; NSW Permits to Move Officer; Editor of *Præclarvm*; and he is currently our Federal Registrar. He has also been a Trustee of the Sir Henry Royce Foundation. David has co-authored with Tom Clarke "Rolls-Royce and Bentley in the Sunburnt Country" in 1999 and the supplement in 2010. He is author of "In the Rear View Mirror – A History of the RROCA" 2004. Both these books are highly acclaimed as authoritative works on the Club and our cars, and both were published by the SHRF with no financial gain to the Authors. It was very pleasing to see that David received a standing ovation at the Presentation Dinner, which was a most moving tribute to such a quiet achiever.

I am heading off to the UK in June to spend a relaxing month touring around England and Scotland with Beverley and Allan Simpson. We will be attending the RREC Rally at Rockingham Castle during the weekend of 20-22 June so if there are any of our members attending keep your eyes peeled and say hello. Tom Clarke has reminded me to mention the Aussie group photo on Sunday 22 June at noon in front of the P&A Wood stand.

Happy and safe motoring to all
Kim Stapleton
Federal President

The Foundation Trophy

At the recent Federal Rally in the Hunter Valley Bill Coburn was named as The Foundation Trophy winner for 2014. The citation for Bill reads:

"The Trustees of the Sir Henry Royce Foundation award this trophy annually to the person who has made a significant contribution in honouring the life and work of Sir Henry Royce. Sir Henry's high principles in engineering design and manufacture maintained a level of excellence in those areas that produced a long line of high quality motor vehicles and superb aero engines, one of which was the salvation of his country in the Second World War.

In 1974, the RROCA magazine "Praeclarvm" had not been published for over a year. In those days, the editorship of the magazine was shared annually between the States, each State agreeing to provide an Editor when their turn came around. Bill Coburn was a member of the A.C.T Branch and was appointed Editor on a permanent basis or for as long as he could stand it! This permanency was a new approach.

Bill set to work to improve the quality of the magazine over the next five years. He succeeded in achieving this and bringing it to a much more professional level; the genesis of the world-class "Praeclarvm" that we know today.

In 2001 Bill produced and published, at his own expense, a newsletter entitled "T1 Topics". This was an attractive 'self-help' style publication that was widely distributed amongst the owners of Rolls-Royce Silver Shadow and Silver Spirit owners and the related Bentley models. There are now 97 "T1 Topics" and over 1200 pages available on the Federal web site. Some of these issues were published in both "Praeclarvm" and the RROC Inc magazine, "The Flying Lady".

Bill has also to date published 48 "Technical Topics" in "Praeclarvm".

Apart from continuing to publish all of these productions, Bill has, with distinction, held a number of Committee positions on the executive



of the A.C.T. Branch.

Therefore, the Trustees of The Sir Henry Royce Foundation are delighted to name Bill Coburn as the winner of the Foundation Trophy for 2014 in the sure belief that their choice will immediately receive the approbation and goodwill of the members of the Rolls-Royce Owners' Club of Australia.

"Whatsoever is rightly done, however humble, is noble."

Congratulations to Bill for making such a major contribution to the Rolls-Royce and Bentley movement both nationally and internationally.

Trustees Report to the Rolls-Royce Owners' Club of Australia

At the Presentation Dinner at each Federal Rally it is traditional to give Club Members a very brief update on the activities of The Foundation over the past 12 months. The following is a summary of that update.

The Foundation Trustees communicate with the RROCA via the Consultative Committee, chaired by the Federal President and made up of all Branch Presidents.

The Consultative Committee meets annually at each Federal Rally. At the meeting on Thursday afternoon there was a wide-ranging discussion on The Foundations' activities. Several important suggestions were made by Consultative Committee Members. These suggestions will be acted upon

above: Bill Coburn (left) is presented with the Foundation Trophy 2014 by Russell Rolls, Foundation Chairman of Trustees, for his long term activities and support of Sir Henry Royce's principles

by the Trustees. At the Consultative Committee Meeting the Trustees presented the draft of a Strategic Outlook, the blueprint for the direction and activities of The Foundation over the next few years. With on-going input from the Consultative Committee this Strategic Outlook will by the end of July, be published on The Foundation's website and will, therefore, be publicly available to all Club Members.

Jean Allsep, the generous benefactor whose donation several years ago made possible the purchase of Bill Allsep House, the home of The Foundation Archive and the Victoria Branch clubrooms, has recently donated a further \$30,000 to The Foundation. The Trustees have determined that these funds will be used specifically for the development of the Archive.

Long-standing Victoria and NSW Branch Member, Fred English, continues his indexing activities on behalf of The Foundation. Members will be aware that some 12 months ago, Fred completed the mammoth task of indexing the first 50 years

below: Lloyd Missen's winning photograph of the 2013 Dawn Register rally





left: The Foundation's Phantom V (5FV159) at Rally headquarters during the recent 2014 Federal Rally

an extra 13 litres capacity fuel tank.

- The engine is a V8 of 6.2 litres running a special low-compression ratio of 8:1 instead of 9:1.
- Intended for use by Her Majesty – see the Police light above the centre of the windscreen and fittings in the roof for attaching the Royal Standard, and the vehicle is not armoured in accordance with Her Majesty's wishes.
- It includes a number of special features to make it similar to Her

Majesty's personal Phantom Vs, such as:

- a special rear armrest with controls for the division, heating, air-conditioning and radio;
- a cocktail cabinet with crystal sherry glasses and silver-capped decanters;
- pink silk blinds on rear windows when required for privacy; and
- an intercom system in the rear to communicate with the driver.

- Her Majesty always sat behind the driver; her seat being adjustable for both height and forward movement for the best public views.

In 1983 the Commonwealth government sold the car and it was purchased by John Matheson and Jeanne Eve for private use. In 1997 they drove the car across the Nullarbor to a Rolls-Royce Owners' Club annual rally in Western Australia and later participated in and completed the Peking to Paris Motor Challenge; a well-travelled car!

In 2000 John and Jeanne donated the car to The Sir Henry Royce Foundation. The Foundation has undertaken to conserve this significant historic asset, with the assistance of the NSW Branch.

Brian asks if other members can please help keep this significant vehicle on the road and visible to the public.

Donations to The Phantom Conservation Project are tax deductible, and will be publically recorded in *London and Derby* (or kept private if that is preferred). If you wish to sponsor the vehicle or have any proposal concerning it, these items may be discussed with Brian Crump on 0419-417-813."

Russell Rolls VIC
Chairman of Trustees

of "Praeclarvm". At this Rally The Foundation has launched Fred's detailed sub-index of the "Twenty Topics" articles that David Davis has published, over the years in "Praeclarvm". It is of note that Fred is working on further sub-indices.

Members will be aware of the official opening of the Lionel Gell School of Instruction for Rolls-Royce and Bentley on March 29 last. The LGSI is now fully operational with the Technical Section of the Victoria Branch recently holding their first gathering at the facility. This gathering was extremely well attended and is an indication of the support for The Foundation's initiatives in Victoria.

F J English Award for Club Photography 2013

Fred English continues his generous support of The Foundation's activities through the annual Award for Club Photography. A \$500 prize is awarded to the Member whose photograph, taken at a Club event during the calendar year, is judged as being of artistic merit and is representative of the ethos of the Club in relation to both Rolls-Royce and Bentley cars and fellowship amongst Members.

At the Federal Rally Welcome Cocktail Party, it was announced that the winner of the Award for 2013 was N.S.W. Member Lloyd Missen. Lloyd's photograph captured the essence of the Club – a typical Australian setting, a line-up of Club cars on the Dawn Patrol and perhaps more importantly, the spirit of friendship amongst rally participants.

The Trustees thank all entrants for the Award – the photographs will be retained as part of The Foundation's archival record of Club activities.

The Foundation anticipates continuing the Photographic Award for the calendar year 2014. Members are encouraged to take plenty of interesting and evocative photographs. Details of the procedure for submitting photographs will be published in a later edition of "Praeclarvm".

The Sir Henry Royce Foundation Phantom V

The Sir Henry Royce Foundation has recently agreed to the creation of the Phantom Conservation Project to help support the vehicle as a roadworthy and well-presented ambassador of the RROCA and The Sir Henry Royce Foundation. The car appears at events and Club rallies, as an important cultural and engineering icon of Australian motoring heritage. It is currently on full NSW registration

Through the Project, the Phantom V remains in the ownership of The Sir Henry Royce Foundation. The Project provides for a custodian of the vehicle, and the current custodian is Brian Crump of the NSW Branch.

The NSW Branch has established a Phantom V Advisory Committee to help guide the conservation of this outstanding motoring and cultural icon.

As custodian, Brian Crump has prepared the following concerning this important vehicle:

"5VF159 is a 1967 Rolls-Royce Phantom V delivered to the Commonwealth of Australia in January 1968 as a special order for use by visiting royalty, heads of state and the Governor-General.

- This Phantom V is a 7 passenger body by H.J. Mulliner, Park Ward Ltd. It is a special colonial model; an oil-bath filter replacing paper to cope better with Australian dust – including

56th Federal Rally

A Vintage Experience in the Hunter Valley

by Brian Crump, President, NSW Branch

Photos by: Fred English (NSW), Brian Carson (QLD), David Neely (NSW) and Greg Johnston (VIC)

It was our great pleasure to welcome you all to the 56th Rally of the RROCA in the Hunter Valley and a delight to spend those few short days enjoying your company and cars. One of our members reported sadly, "I really didn't want to pack my bags and head off home! We were getting used to the party spirit ..." Yes, Jeanne, quite a number of us felt that way!

The Rally began on Wednesday evening as the Overlanders and early arrivers materialised from all parts of the country ready for a very civilised BBQ that began five days of cars, food and fun. The next morning though, our hardier members were on deck by 6.30am for the Dawn Patrol that proved as popular as ever; it seems that pre-war cars never lose their appeal and attendees expressed



1

pic 1: A new Goodwood Phantom and a 1974 Silver Shadow stand in the autumn colours outside the Rally Headquarters.

pic 2: John Aiosa was on hand at the Registration Desk to hand out Rally bags.

pics 3 & 4: The Dawn Patrol cars stand in readiness and rest along the way, led on the left by Ken Swinbourne's 1934 20/25, GXB81, (NSW) and to the right by Rex Vincent's 1924 Silver Ghost, 123EM. (NSW).

pic 5: Federal Council Members met on the Thursday, planning the Club's future.

pic 6: Some members were being talked to all through the Rally, here President Kim Stapleton is engaged about the cars and what's happening at the Rally by members of the local TV news services.



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6



regret that their adventure ended all too soon.

During Thursday in register meetings, the Federal Council Meeting, a Judges' meeting, a meeting of The Foundation trustees and The Foundation Consultative Committee filled the day for some while others had the opportunity to attend a variety of events designed to inform and entertain. These seminar events ranged from *Overseas Touring in your Silver Ghost* to a *Japanese Floral Art Demonstration*, from a *New Technology Expose* to a *Bentley Motors Update*, from *Silver Dawn* and *Small Horsepower* register sessions to wonderful seminar on the *R-R Ghost, Hand Crafted in Toowoomba*. If that was not enough to sate the appetite for information, there were also sessions on *The Royal Motor Car Models, Pearl Demonstration and Display, Westpac Rescue Helicopter Service* and *Return*



pics 7 & 8: David Marshall-Martin gave a talk (with models) on the Royal Motor Cars.

pics 9 & 10: (l-r) Alan Grummitt and Terry Connell (both QLD) enjoy a break while Allan Simpson (NSW), Kerry Moorhouse (QLD) and Neil Matthews (VIC) take tea.

pic 11: The Club was pleased to receive informative talks by (l&r) Adam Hannaforde from Bentley and Alan Hind from Rolls-Royce Sydney, here with (centre) Allan Simpson (NSW).

pics 12 & 13: Rex Vincent (NSW) (r) presented a talk on touring your Silver Ghost before being thanked by Bryan Inder (NSW) (l), Silver Ghost Registrar, for his interesting talk.





to Life on the genesis of Expired Air Resuscitation.

The more formal part of the Rally began Thursday night with the *President's Cocktail Party* followed by Register Dinners at an amazing variety of venues which have made the Hunter Valley famous for its fine food and wines. Each Register Dinner was hosted by the relevant Registrar and great tales were told during the evening.

Friday offered a further variety of events: members competed in the Golf Competition (and that led to some very entertaining stories), took a drive to the historic village of Morpeth or competed in the judging of the Concours. This year competitors undertook a scenic drive to a secret location where judging was held in the Barrel Room of a local winery. Concours cars were surrounded by high stacks

pic 14: A special presentation was made by David Boucher of Toowoomba, Qld, who has recently worked with Rolls-Royce and completed fitting a new Ghost in Australian timbers, pic 15: he also showed more of his woodworking expertise to interest members.

pic 16: Derby Bentley Registrar, Mal Henderson (NSW) addresses the combined Derby Bentley and Cloud and Bentley S Register dinner, while pic 17: Eric Henderson and Roger & Beverley Cooke (all VIC) enjoyed the evening.

pic 18: a rare photo of Fred and Lavinia English (NSW) enjoying themselves at their Register Dinner (he is usually behind the camera!)

pic 19: Members took every opportunity to sit and talk about many things during the rally, here a group is discussing the technique for replacing a Ghost fuel tank judging by the hand gestures!

of wine barrels in what must be a first for a Concours in Australia – or, maybe the world. However, the atmosphere was certainly focussed with judges wearing surgeons' lamps inspecting every nook and cranny in search of dirt and correct fit. This innovation gave contestants the opportunity to enjoy the subsequent display day without having to stay close by their cars.

Friday night was the Welcome Evening, *Under The Stars* hosted

by Tiffany. A spectacular marquee swathed with hundreds of metres of cloth and with a light display of stars across the ceiling provided a spectacular setting for the night. Brian Crump, NSW President and Kim Stapleton, Federal President, welcomed members before a stunning display of Tiffany jewellery worn by the most amazing models, who were of course Club members! The Sir Henry Royce Foundation chairman, Russell Rolls, announced the winner



pic 20: A special place was set aside for the Concours judging, surrounding the cars in a special atmosphere - here Roger Cooke's Silver Cloud III awaits inspection.

pics 21 & 22: two views of the activity involved in the judging

pic 23: I-r David Neely (NSW, Tom Clarke (WA) and Greg Johnston (VIC) go searching with a torch for that special fitting on a Bentley entrant.

pic 24: the tool roll displayed for inspection from a pre-war car.

pic 25: (l-r) Mike Eames (NSW), Robert Parsons (VIC) and Mal Henderson (NSW) examine the bone fides of a Silver Shadow

pic 26: Deep in discussion - 2 old hands help a young member understand the intricacies of the judging role. (l-r) Tom Clarke (WA), David Neely (NSW) and Zara Henderson (VIC)

pic 27: Neither low slung chassis nor dirty underneath dissuaded the Judges from fulfilling their Judging duties.





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pic 28: Russell Rolls (SHRF Chairman) presents Lloyd Missen with the Fred English photographic award for 2013 at the President's Cocktail Party.

pic 29: The 1984 Silver Spirit of Steve McDonald (NSW) lead a procession of cars on their route to the Hunter Valley Gardens for the Display Day

pic 30: The 1934 Phantom II (193RY) Barker Sedan de Ville of Michael and Anne Matheson displays its intriguing door linings to all at the Concours Display Day.

pics 31 & 32: Members cars were displayed in Hunter Valley Gardens, a picturesque setting for the important day.

pic 33: Brain Inder's 1981 Corniche (DRH50523) drives into the Display Day area.

pic 34: (l-r) Barry Murphy's 1975 Silver Shadow (SRH20151) and Kent Davis' 1990 Silver Spirit (ASL322712) stand in front of others assembled for the day.

pic 35: Keith Wherry's 1912 Silver Ghost Tourer by George Williams (2133) was also featured in the display.



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of the F G English Photographic Award and in 2014 this was awarded to Lloyd Missen.

Display Day was held on Saturday at Hunter Valley Gardens which was arrived at only by following a scenic route. The sight of about 150 Rolls-Royce and Bentley cars sweeping over the softly rolling countryside of the Hunter Valley was certainly memorable and being part of that swathe of cars cutting across the valley was a highlight in itself. Display Day drew many visitors, featured on local television news and in the press, and of course, gave members the opportunity to compare notes, swap and sell on the "Swap Table" or purchase from a range of relevant vendors who attended. The day played a significant part in bringing our cars to the public and also provided the opportunity for people to donate to our chosen charity, the Westpac Rescue Helicopter Service.

Saturday night took a sporting turn at the Bentley Motors sponsored *Night at the Races* where imaginary fortunes were made and lost on the betting field while a very excited crowd dined well and compared the outfits they



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pics 36 & 37: (l-r) Also paraded were Denis Deasey's 1965 Silver Cloud III MPW Coupé (SRJ613C) and Bradley Van Ree's 1972 Bentley T Sedan (SBH10970)

pics 38 & 39: Members enjoying the *Night at the Races*

pic 40: the winning table on the night was made up of the Dawn Register organisers and didn't they enjoy their winners' accolades!

pics 41 & 42: (l-r) Members were dressed-up for the racing night, Peter Jordan-Hill in a striped number and David and Lyn Hughes were ready to mount their horses at a moments notice.



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had worn for an evening of frivolity and fun. Who said a Rally is always a serious discussion of split pins?

As befits a day of rest, Sunday was a day devoted to driving and exploring the Hunter Valley highlights where members could choose between an *Arts and Craft Drive* or a *Food and Wine Drive*. Glass-blowing, chocolate making, more food and more wonderful countryside led one member to lament that more activity would not be possible; the agenda of wineries, crafts and local gourmet produce was already complete!

Sunday night was the Rolls-Royce Motor Cars sponsored *Presentation* a formal event with the emphasis on encouraging the participation of our younger members who are the future of our Club. 294 members celebrated the best of engineering at the black-tie evening. Formal presentations were made to the Concours' winners whom we thank for their participation.

A special highlight of the Presentation Dinner was the

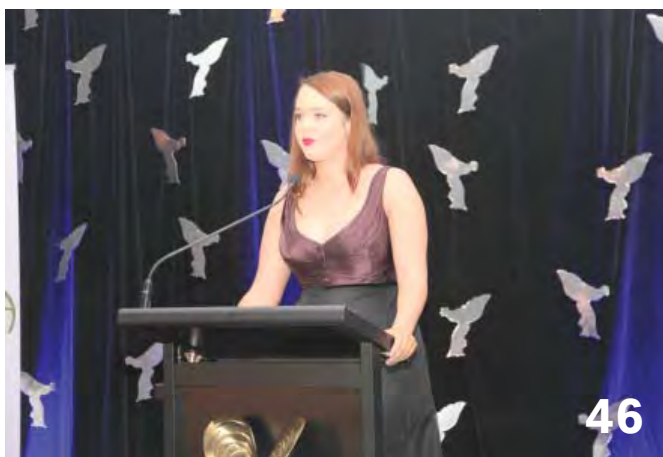
pic 43: President Kim Stapleton presented David Neely his RROCA Honorary Life Membership at the Presentation Dinner to the plaudits of the members present.

pic 44: the Presentation Dinner was the highlight of the Rally with all attending enjoying the recognition of the efforts of the winning owners in the presentation of their cars.

pic 45: Presentation awards and mementos stretch into the distance at the Dinner.

pic 46: Zara Henderson (VIC) proposed the Toast to the Club at the Presentation Dinner.

pic 47: Bill Coburn discusses the evening with a table of members surrounded by Ian and Susie Maitland's winning mementos.



awarding of a well-deserved Honorary Life Membership to David Neely for his outstanding contribution to the Australia-wide RROCA. Congratulations David.

Russell Rolls awarded The Foundation Award to Bill Coburn for his many years of support to owners through his early support of Præclarvm and his consistent production of Tee One Topics which Bill shares so generously by making them available through the RROCA website.

Monday morning was a flurry of packing and organisational activities as we bade fond good-byes over the Farewell Breakfast and the reality of a return to a less exciting reality dawned upon us ...

The Rally was made possible by the fantastic sponsorship of a considerable number of people who donated trophies, prizes, financial and other material support. Particularly we thank Rolls-Royce and Bentley, Bohemia Crystal and McGrath Real Estate for their generosity. The support by sponsors enabled us to minimise the cost to participants.

One of our Rally goals was to contribute to the community. Collections by volunteers, members' generosity, the donations of a percentage of the weekend sales by some of the businesses involved, monies raised via the wine sales, the raffle and the support of local businesses in the Hunter Valley raised \$10,000. The Rally Team was especially proud to donate a cheque for this amount to the Westpac Helicopter Rescue Service.

Well-done Rally Team – well done all who attended and supported both Rally and charity. We thank you for your generosity and for sharing in the Federal Rally.



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pic 48: President Kim Stapleton brought the Rally Organising Committee up on stage ((l-r) John Aiosa, Allen and Beverley Simpson, Bob Doyle and Patty Aiosa) while presenting Bob Doyle with the Frank Trove Trophy for Rally preparation.

pic 49: Judge's Registrar, John Virgo (NSW), applauds as Mick Rust (WA) explains the attractions and details of the 2015 Rally in Fremantle, WA, next year.

Final Pictures of a Rally:

pic 50: Old and new friends say good-bye - Margaret Gillings (NSW), Mick Rust (WA) and Kaye Hyland (SA) say their farewells to the camera.

pic 51: Rex and Nora Vincent (NSW), like many pre-war owners, rug up and ready for the cool, open-top drive home

pic 52: Roy and Beryl Lyons (WA) 1963 Silver Cloud III (SEV251) begins its long run back to WA there to continue the tradition and greet members at the next Rally ...



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2014 Federal Concours d'Elegance Report

John Virgo (SA) - Federal Registrar of Judges

The Federal Concour d'Elegance, held in conjunction with the 56th National Rally in the Hunter Valley was at a most picturesque winery and is a first for our Club and was only open to the entrants and Judges.

The cars were placed inside the large barrel room, and although sheltered from the sun and/or rain, came with a very distinctive strong 'bouquet' of fermenting grapes. This did precipitate a conversation between myself and my trusty assistant Mick Rust as to whether the heady aroma of wine flavours would have any derogatory effect on the concentration of the Judging team as the day progressed on. We need not have questioned each other; they all excelled themselves.

This year both the system of selecting the judging teams and method of judging was altered. We believe this will improve the evenness and consistency of the entire judging process.

Four teams of Judges were put together; each team having a specific area of the car to judge.

A team of Judges was assigned to engines and worked together to assess only the engines of ALL cars entered.

Another team of Judges was allocated to the exteriors and ONLY evaluated exteriors; and so on and so forth over the separate sections of each car.

Specific care had to be taken when choosing the team for the chassis section, as it was necessary for one Judge to be able to get down and look under each car. David Bailey was assigned to this team, not only for his aerobic skills but also the fact that he had the flattest tummy.

The entire judging team combined very well and I was more than pleased with their tireless efforts.

John Elmes - NSW Chief Judge, Chris Gillings - our score controller and Kim Stapleton all worked so very hard to keep the day running smoothly.

Mick Rust was a great help to me, both prior to the Concours d'Elegance and on the day, and I appreciated his help very much.

Whilst on matters of the Concours d'Elegance; the trial period for the new system of the age allowance is close to running out. To refresh your memory on the details, at present we allow 0.1 of a point per year for cars up to 65 years of age, all cars over 65 receive a capped amount of 6.5 points, as opposed to the previous system of 0.25 of a point per year, uncapped.

In other words a 1934 car, under the previous judging system, would have received an age allowance of 20 points. Under the current method, it receives an allowance of 6.5 points.

If anyone has any comments or would like to see the age allowance changed, or indeed any of the Concours d'Elegance rules altered, please forward a submission to the Federal Council delegate for your State to be discussed at the next Federal Council meeting.

The following cars will be eligible for the Masters Class in 2015

- 20HP; GHJ37
- 20HP; GOK74
- 20/25HP; GHA11
- Bentley 3½L; B91BL
- Bentley Mk VI; B14LJ
- Silver Cloud; SFE121
- Silver Cloud III; SGT397
- Silver Spirit II; ASP46554
- Bentley Continental GT; BE5026304.

I would like to say how pleased I was to see the obvious enthusiasm that all the entrants showed. As I walked around, I could tell how much effort all of you had put in to presenting your cars in the very best manner. During the course of the day, a number of the judges mentioned this to me as well, so thank you all for a fine effort.

I know planning is already underway for our event in Western Australia, so I am anticipating having the pleasure of seeing as many of you as possible next year.

2014 Federal Rally Concours d'Elegance Winners

Trophies on this page presented by John Virgo, Registrar of Judges



Class 1 – Pre-Ghosts & Silver Ghosts

1921 Silver Ghost,
Chassis No. 8CE,
Bradbury Tourer
Owner: Peter Moran
(NSW)

Class 2 – Phantom 1 & Phantom II

1927 New Phantom,
Chassis No. 39LF,
Jackson, Jones & Collins
Limousine
Owner: Frank Carroll
(QLD)



2014 Federal Rally Concours d'Elegance Winners

Trophies on this page presented by John Virgo,
Registrar of Judges



**Class 4 – 25/30,
Phantom III and
Wraith**
1939 Wraith,
Chassis No. WRB60,
Hooper Saloon
Owner: Peter Jordan-
Hil (VIC)

Class 7 – Bentley Mark VI and R-Type

1951 Bentley Mk VI,
Chassis No. B255LH,
Standard Saloon
Owner: Bruce Duncan
(NSW)



**Class 9 – Silver
Shadow, Bentley
T Series and
derivatives and
Phantom VI**
1978 Corniche,
Chassis No. CRH34830,
Mulliner Park Ward
2-door Coupe
Owner: Anthony
Trayhurn (NSW)

Class 10 – Silver Spirit I, II & III and Derivatives and equivalent Bentleys and Derivatives

1984 Silver Spirit,
Chassis No. ASE10043,
Standard Saloon
Owner: Steven McDonald
(NSW)



2014 Federal Rally Conc



Class 11 – Silver Seraph, Bentley Arnage and Derivatives
2000 Bentley Arnage,
Chassis No. BCY04695,
Standard Saloon
Owner: Frank Carroll (QLD)



Overall
1964 Silver
Chassis No. SGT39
Owner: Roger & Be



Best Pre-War Trophy
The Company Trophy – Awarded for Best Restoration
1933 20/25,
Chassis No. GHA11,
Freestone & Webb, Tourer
Owner: John Milverton (NSW)



Best Post-War Trophy
1993 Silver Spirit II,
Chassis No. ASP46554,
Standard Saloon
Owner: Brian Crump (NSW)



E. (Jack) Vidler Shield for
1935 20/25
Chassis No. GPG23, H
Owner: Gregory

Cours d'Elegance Winners



Winner,
Continental Mk III,
1957, Standard Saloon
Everley Cooke (VIC)



for Age & Authenticity,
Silver Cloud I,
1950/51, Standard Saloon
Johnston (VIC)



Australian Coachwork Trophy
Class 3 – 20HP & 20/25
1922 20hp, Chassis No. 42G1,
Diskon & Molyneux Tourer
Owner: David Davis (NSW)



Masters Class
1950 Bentley Mk VI,
Chassis No. B111JN,
Standard Saloon
Owner: Lex Lynch (VIC)



Bentley Trophy
Post-War Coachbuilt Trophy
Class 8 – Silver Cloud I, II & III,
Bentley S1, S2 & S3
1957 Bentley S1,
Chassis No. B464EG,
Roger Fry & Son,
Drophead Coupe
Owner: Ian Maitland (QLD)



FEDERAL REPORTS FOR 2013

Please note - no report was received from WA Branch

FEDERAL PRESIDENT

Kim Stapleton (NSW)

General Matters

I would like to thank our Federal Executive for their dedication and continued great work throughout the year in ensuring the smooth running of the Club. Wallace Moorhouse has been on the Executive for some 5 years now and has certainly done more than his fair share of the workload. Wallace is retiring from his position as Federal Secretary this year and I would like to recognise him for his support and in particular his contribution to the development of the Registration Database that is now in use almost everywhere throughout the Club. This has made the compilation of Chassis Plate a much more efficient and effective task. Wallace will continue to work with David Neely our Registrar on fine tuning and extending the use of this database. I would like to welcome Steven McDonald to the team as he takes up the reins from Wallace.

Peter Chan will continue in his role as Federal Treasurer and I thank Peter for his commitment and great work in ensuring we remain financially secure.

Præclarvm

Tim Dean has continued his fine work as our Editor and managed, with the support of all the contributors of articles and photographs, to produce a world-class magazine that is eagerly anticipated and read by our members.

Dealership Network

Evolution of the dealership network has continued throughout the past year with new dealers being appointed in both Queensland and Western Australia for the Rolls-Royce marques. The Club's relationship with the dealers, in particular Trivett Bespoke, under the stewardship of Inchcape Plc, has blossomed during the year. It continues to be a struggle to obtain sponsorship dollars as with any business they are looking for a Return on their Investment every time. It is often difficult to demonstrate that from the Club's point of view but we continue in our efforts. I am very pleased to see that Trivett has committed to annual support of the Victorian Branch.

The Companies

This year has seen some exciting developments from the companies. The release of Wraith, a sleek 2-door fastback coupe has given Rolls-Royce a very powerful and very desirable car for their stable. Having seen the car first-hand I can see what the appeal would be to the Australian market. I trust this will be a big success for the Company.

Bentley's new Flying Spur having its genesis in the Continental GT range has now evolved to take on a life and style of its own. This is a critically acclaimed car and by all accounts is well deserving of the accolades it has received. The Company continues to develop its popular Continental GT range in both W12 and V8 configurations.

Whichever way you look at it we, the enthusiasts continue to have our senses stimulated by new and exciting releases from both Rolls-Royce and Bentley.

Around the Branches

In the past year I am very pleased to say that I have managed to visit every one of our Branches for one kind of event or another. Most recently I was in Perth for the Western Australia Branch Concours. I have also managed to attend the Queensland Branch Concours in July last year. I have attended a couple of activities with the ACT Branch and also a couple of events with the Victorian Branch. Finally there was the Federal Rally last year in South Australia where many of us enjoyed the hospitality of the SA Branch.

I would sincerely like to thank all the Branches and their members for their generosity and enthusiasm in making me feel most welcome whenever I have been "on their turf".

It has been very clear from my visits that our Club is

vibrant and very active. While we all enjoy the activities that are planned and well executed on our behalf, I feel that the workload for organising all these events, motoring outings and social gatherings, falls on the shoulders of just a few. I would be thrilled to see more of our members taking an active role in supporting our Club by helping to organise some of these activities. This Club belongs to the members and the members will only get out of it what they put into it. So I ask you to help share the load.

The Sir Henry Royce Foundation

Twelve months ago the members of this Club held a fairly sceptical and, I think, jaded view of the SHRF. This was for a variety of reasons that I do not propose to explore. However I have seen the Trustees work diligently throughout this past year to re-build the Club's confidence in the Foundation and in the Trustees themselves. Russeli Rolls as Chairman has championed this task and the other Trustees have supported him in achieving their goals.

At this Rally we will see for the first time a Strategic Outlook for the Foundation. We have seen the audited accounts of the Foundation circulated to all Branches and published on the re-vamped website of the SHRF for all to see. I have asked the Chairman to ensure that the Foundation has a physical presence at every Federal Rally and there is a table for the SHRF in Registration at this Rally and members will be able to purchase many of the items that are available through the Foundation.

Conclusion

It has been a busy and sometimes hectic year for me, which has been compounded by my involvement with the organising of this Federal Rally. However I have seen first hand a healthy and active Club and a Foundation that is on the right path to where it needs to be.

ACT BRANCH

Ian Irwin - President

The ACT Branch has enjoyed another good year of activities, camaraderie and interesting events and activities.

While the club membership has been steady this year past, we have remained a strong and enthusiastic Branch. While we have a large membership, it is diverse in location with many members interstate in southern NSW in particular, so local events are sometimes not as well supported as we would like. This is especially so when weather is unpredictable.

Senior-Vice President, Gos Cory, is undertaking a very thorough investigation into Branch insurances, and involved within this he is assessing the value of the Branch Library. A true valuation has not been developed previously, so on behalf of the Branch, I express our appreciation for personal endeavours of Gos.

Members enjoyed the run to the Goulburn Rail Museum along with members and their cars from the RROCA NSW Branch, and the VSCC from Sydney and Canberra. It was a good turnout, and prompts the concept of a more regular joint occasion.

In December 2013 we had the Terribly British Car Display on the Patrick White Lawns (where the 2011 Federal Rally Display was held) and there was a wonderful response from local members with a few from the NSW Branch joining with us. The weather was superb, and members were pleased to be allocated a placement under the trees along the southern edge of Lake Burley Griffin. We are grateful to the Jaguar Drivers' Club for their organisation of this well attended event.

More recently, the Mercedes-Benz Club joined with the MG Car Club of the ACT to organise the Shannons' Wheels Day. Over 50 car clubs from the ACT had their members' cars on display in Kings Park, and our Branch was afforded the prime location along the northern edge of Lake Burley Griffin with the backdrop of the High Court, National Gallery, National Portrait

Gallery and the National Library. It was a wonderful setting for photography.

We were blessed with the arrival of the cars from the SGA Tasmanian Tour that were making their way to Sydney. With the co-operation of Keith Wherry and the 30 or so visiting Silver Ghosts and their owners from overseas and interstate, our display numbers were bolstered. Enthusiasm ran high well before the occasion, and the display of these cars backed to the edge of the lake, proved a fabulous drawcard. I am happy to say that our 1910 Silver Ghost, Chassis 1404, was driven on the road for the first time in 70 years, and performed admirably.

It was a great occasion for our members to meet and chat with the overseas participants, many of whom were on their first trip to Australia. The Dinner at the War Memorial was a special part of the weekend, and we were sad to see the cars depart on the following morning.

I must acknowledge the support given once again by members of the NSW Branch and the BDC. It was wonderful to see for the first time the beautiful 20/25 Rolls-Royce restored by John & Liz Milverton, (complete with its uniquely mounted and original illuminated Falcon mascot) along with the Derby Bentleys and the superb Bentley Continental that drove down from the Southern Highlands.

Our Branch is to host the 2017 Federal Rally. We have



considered many aspects of organisation of this event. Many interstate members have told us that while Canberra has many special attractions, that our events are limited in their attraction by i) the costs of motel accommodation, and ii) the sameness of the attractions. We have held rallies with the support of our on-the-spot members in the past at Wagga Wagga, and in addressing those concerns, we believe that it is time once again to cross the border and hold the event in regional southern NSW. We have a committee looking at the possibilities, and a few locations are under consideration. We hope that it will not be too long before we determine the location, and will give as much notice as possible to the state branches so that members in all states can plan for the event.

Finally, may I express my gratitude for the services of all members of the Branch Committee, and to Martin Bennett for his continuing exceptional contribution in the production of our journal *The Capital Letter*. My thanks also to our Dubbo members Peter and Kate Colwell, for their organisation of the 2014 Overlander, and to Peter, in his second year as Branch Delegate.

NSW BRANCH **Brian Crump - President**

Over the last year our Club has continued to motor on strongly despite the vagaries of international events and economic issues – for many of us the Club is a welcome home of unchanging values and traditions which have stood the test



of time and will continue to do so into the future.

Of course we are essentially a motoring club and motoring events are the most significant features of our calendar. It was particularly wonderful to see Long Run 4 to the Goulburn Heritage Rail Centre in January so well attended with almost 40 cars in attendance and despite the heat of the day, none boiled and no drivers needed to retire to the shade. This was a joint run with the Vintage Sports Car Club and the Bentley Drivers Club and the wonderful mix of cars made for excellent conversation and just a little gentle rivalry. We look forward to developing more joint ventures in the coming year and sharing the variety of technical excellence found in the different marques.

Our regular events are very well supported; the Drive and Be Driven Day; the Concours at Linnwood House; the Commemoration Run; All British Day; our regular breakfast meetings; the Dineamics Luncheons; and, of course, our monthly General Meetings continue to provide fertile grounds for both technical and social discussion. As one distinguished member of our Club advises; "It might be the cars and the excellence of Sir Henry that brings us together but it is our friendship that keeps us going!" (Thank you Barrie Gillings for that timely reminder about the dynamics of our Club.)

This year we were honoured to award the George Sevenoaks medal to John Vawser for his distinguished service to the Club over many years and particularly for his support of as Concours judge, mechanic and general friend to many members. Thank you John.

Club membership has grown slightly since last year and we now have 423 individual members and our new category of Family Membership has proven successful in attracting younger people to the Club. Our future depends so critically upon young members and we welcome you to the Club.

Our Commemoration Run celebrated 110 years since the running of Royce's first car and it is a tribute to the engineering excellence of Sir Henry that we have so many Ghosts and Phantoms across the country that can still be used in the harsh conditions of city motoring. Our trip to the Oberon Steam Festival was again an excellent day and one of the main attractions of that event turned out to be the Snake Horn of Andrew Gibson's delightful Phantom.

The club undertook a visit to The Sir Henry Royce Foundation archives and the Victorian Club in late 2013 and we came home impressed by both the warm hospitality of our Victorian friends and the extensive archives that will preserve much knowledge far into the future. Perhaps you will join us when we visit again this year? We also shared an excellent drive to the Fussy Grape Winery with our friends of the Mercedes-Benz Club and swapped many wonderful stories of motoring exploits with owners of other fine motor cars.

Events to look forward to later in the year include: our Concours at Campbell Park (the home of Rex and Norah Vincent); the Club BBQ at the property of Jeanne Eve and John Matheson; the Tamworth Tour; All British Day; and our Presentation Dinner. On behalf of the Club I would like to extend a very warm welcome to all members of the RROCA, regardless of your home-state, to join us for these events which will be listed in *Præclarvm*. In particular, I encourage you to join us on the Tamworth Tour October 31 to November 3 2014 – we are a motoring club, let's motor!

The Club decided this year to undertake a special project by supporting The Foundation Phantom V through the Phantom Conservation Project which will see this significant cultural and motoring icon on the road as an ambassador for the RROCA. We need to look to the future as motoring comes under increased pressure from legislation and over-crowding of roads to ensure that a car of such excellence and provenance remains in the public domain at appropriately-selected events. The Phantom V drew large crowds and enormous interest at the Australia Day CARNivale while on display outside the Royal Automobile Club and certainly captured the public's imagination and admiration. As such, it enhances the public profile of the Australia-wide Club and helps us pursue a healthy future for the RROCA.

We trust you enjoyed the 2014 Rally in The Hunter; one of the most satisfying of Club events is the rally which brings us all together in our love of motoring and I thank the Rally

FEDERAL REPORTS FOR 2013 (continued)

Committee for the dedication, initiative and plain hard work they put into making the Rally such a success. You have achieved excellence in every aspect!

I thank our NSW Committee members for the work they have done during the year. You work for the benefit of all members and do so willingly and with a delightful sense of humour. I thank each and every one of you and our faithful members who make up the spirit of the Club. It is a privilege and a pleasure to belong to the RROCA.

QLD BRANCH

John Wright - President

The Queensland Branch has retained a number of its traditional events while seeking to incorporate different types of events into the Branch calendar. The traditional events have again proved popular with members. These are now:

- a. Golden Oldies Run - 19th May 2013
- b. Navigation Run - 23rd June 2013
- c. Branch Concours d'Elegance - 28th July 2013
- d. Christmas Lunch and Prize Presentation - 8th December 2013

Over 40 Rolls-Royce and Bentley motor cars attended the "Golden Oldies" with a strong pre- World War II and immediate post-war contingent. Two 1921 Silver Ghosts and a 1924 Springfield Silver Ghost were joined by three "small horsepower" models and a magnificent Phantom III in representing our pre-World War II contingent. Unfortunately not all our Silver Ghosts were able to attend, but I am told that this is due in part to owners wearing out before their cars.

Branch members enjoyed another great day out competing in the Navigation Run. This was thanks to the organisational skills of Ian (and Susie) Maitland and Brett Roberts, and the hospitality of our hosts. The Navigation Run has traditionally been a "fun event" and the 2013 Run was no exception with questions ranging from the straightforward to the cryptic and obtuse. Congratulations to Glenn Cuffe who took out the first prize of an accommodation voucher.

The 2013 Concours d'Elegance was organised by Barry Sparks for the last time as he stepped down as Chief Judge at the end of the event. Once again the event ran very smoothly and the displays on the day included a Bentley time line and cars from Palmer Motorama. Bentley-Brisbane contributed a number of interesting cars on the day including some which were in search of new owners. Thank you to Bentley-Brisbane for their on-going support of this event over a number of years. A large number of cars (nearly eighty) were on show in what must be one of the most scenic and historic locations around Brisbane. In a new approach to the day Ann Sparks organised displays for the ladies in the courtyard of Ormiston House. The Federal President, Kim Stapleton, also attended the event. A great deal of work had gone into the event; particularly by Barry and Ann Sparks but also the large number of car-parking guides and judges, and the Branch is most grateful for their efforts.

The Christmas Lunch provides a fitting end to the year and the opportunity to present prizes and awards to Concours winners. The perpetual trophies were purchased some years ago and sponsored by Branch members, while Bentley-Brisbane sponsors the memento trophies.

Many thanks to Barry and Ann Sparks for the organisation of these trophies and to Bentley-Brisbane for their continuing sponsorship. Barry was presented with a certificate recognising his tireless efforts over many years to popularise the Concours d'Elegance, which he has so conspicuously achieved. Frank Carroll has now taken over the role of Chief Judge and we wish him every success with this demanding role.

The lunch was also the first occasion when Paul Hewitt, the representative of Rolls-Royce Motor Cars – Queensland was present. The new Wraith which he brought to the event was

the centre of many admiring looks and comments. Paul and his family have since joined the Branch.

Other events during the past year have included:

- a. Lunch at Sirromet Winery - 21st April – an excellent combination of venue, food and wines
- b. The AGM at North Shore Cafe, Hamilton – 25th August
- c. Visit to RAAF Amberley Aviation Heritage Centre 17th November
- d. Lunch at IOESCO Cafe Cucina Bar, Sanctuary Cove – 19th January
- e. Talk by David Deane (Rolls-Royce Motor Cars Guide) organised by Rolls-Royce Motor Cars - Queensland
- f. Breakfast at Royal Queensland Yacht Club – 23rd February
- g. Southern Downs Steam Railway – 16th March

Many thanks to all those involved in the organisation of these events.

The Management Committee has been occupied in a number of initiatives over the past year with varying degrees of success. As part of our Corporate Governance review during the year the Management Committee had been adapting the Branch Rules to accommodate changes to the Act. A revised set of Branch Rules was agreed to at the AGM incorporating necessary amendments to conform with recent changes to the legislation governing associations of our type. Also included are modernisations to allow greater use of electronic banking. The new Rules limit the time a member may hold any particular executive position on the Management Committee to four consecutive years, and membership of the Committee to ten consecutive years.

There had been a concern for some years that the Branch website had been gradually falling behind contemporary standards. The process had been underway for some time but culminated in 2013 in a new website going live. After receiving advice from the web designers it has been decided to use "rollsrbentleyclubqld.com." This will make it much easier for those who are unaware of the exact name to find us on the world wide web and thus establish contact with the Branch. This approach already appears to have met with some success.

A matter which has occupied a great deal of time and effort has been the question of a Branch headquarters. I instigated discussion of this topic shortly after the current committee took office, but with the view that this would be a very long term project. I was very surprised how rapidly the suggestion was translated into a concrete action plan. Ann Sparks and Frank Carroll came up with a property with considerable potential, the former Kalinga Bowling Club owned by Brisbane City Council (BCC). The BCC was seeking to lease the property for an initial period of five years and the Branch submitted an expression of interest. The lease was a peppercorn rent but with responsibility for upkeep of the property. Unfortunately a vocal local group, supported by the local BCC counsellor, obtained the lease.

On reflection the Committee felt that an organisation bearing our name would always be at a disadvantage politically in securing a lease over any public property, and shifted attention to the purchase or lease of a suitable property. Approximately 100 properties were then identified and eventually a short list of 20 were visited. The Committee then chose the most impressive of the three final properties. A Special General Meeting was called to gain approval for raising a loan and the purchase of the property. On the 23rd March a General Meeting resolved in favour of a Branch Headquarters but against this particular property. It would appear that a number of our members felt that the purchase would have been a financial "bridge too far" at this stage.

In an attempt to provide a quite different experience a Dinner-Dance was organised by Ann Sparks and Donna Balfour

for 5th October. A great deal of effort, down to the finest detail, had gone into the organisation of the event; however, the number of bookings for this event was very disappointing and eventually it was reluctantly cancelled.

The conventional wisdom has been for a long time that mid-week, night time function would never attract large numbers so the talk by David Deane brought with it a number of surprises. The venue limited the number of attendees and the event was oversubscribed within 24 hours. David's talk on the Rolls-Royce Motor cars plant at Goodwood was a mixture of dry humour and a wealth of information about the plant and the cars produced there.

On a personal note I would like to thank all the members of the Queensland Branch Management Committee for their contribution to the Branch and for their support for me personally. I would also like to thank our retired Chief Judge Barry Sparks, our Librarian Glenn Cuffe, and our editor Michael Wilsen. Michael has found the pressure of his growing business precludes him continuing in this role. We are most grateful for all the time, effort and money that Michael has contributed to the Branch in the time that he has been editor. It would also be remiss of me not to mention the support I have always received from my wife, Marina, and I thank her for her tolerance and patience.

It is my intention not to re-nominate for the Presidency of the Queensland Branch at the next AGM. Therefore after ten years this will be the last Federal Council I attend. I would like to say how much I have enjoyed meeting so many Club members from all over the nation in a spirit of friendship and co-operation. I hope that the deliberations of Federal Council will always be conducted in personal concord even when there is keen debate over the issues in question.

SA BRANCH

Rory Poland - President

A very successful Federal Rally was held in South Australia in April 2013 and thanks must go to organizers Roland Sharman, Sofija Virgo and Dean Sullivan. We thank all participants for coming to our state and hope you all enjoyed events which were planned for you.

In May last year, Dean Sullivan asked me to fill in as president until the AGM, as a vacancy had arisen for this position. I was very happy to do so.

The Annual Dinner was held in June at the Naval and Military Club. 50 members attended and a very enjoyable evening was had by all. Trophies were awarded to the winners for the various Classes of the 2013 South Australian Branch Concours. It was announced that 1921 Silver Ghost 24LG, owned by John & Joy Burns, was the outright winner.

At the AGM in early August, vacancies were announced for all positions and I was consequently voted President. David Furness, Vice President, Peter Forbes, Secretary, Peter Senn, Treasurer, James Chung, David Prince and Dean Sullivan Committee Members.

During the remainder of the year 2013, four events were organized.

Luncheons were held at Bremerton Winery, Langhorne Creek; Café Y at Lyndoch; and Wanera at Angaston. Our Annual Christmas Picnic was held at Carrick Hill in December. All events were well attended and I would like to thank the people who offered to organize these events and plan the scenic drives to our destinations.

In December, the magazine Southern Spirit, was reintroduced after a lapse of 3 years. It is anticipated that the next Issue will be released in mid May.

In March, an event was organized by Reg Forbes. Entrants met at Tea Tree Gully, and drove through Chain of Ponds, the Lower Barossa Valley, along the new Northern Expressway onto the refurbished northern end of the South Road, finishing for lunch at the Kooyonga Golf Club. 35 People attended and a delicious luncheon was had by all.

The Branch Annual Concours was held in April at Historic Seppeltsfield in the Barossa Valley. It was very pleasing that 70 people attended and 14 cars entered for the Concours.

John Virgo and his team, Terry Shipard, Dean Sullivan, Nigel Coombe and Richard Flashman undertook the judging of the entrants. The results will be published later and overall winner announced at the Annual Dinner in July.

Events have been organized for the remainder of the year and I would like to take this opportunity of thanking all those who have offered to help in this regard.

VIC BRANCH

Ralph Plarre - President

The last year in the Victorian Branch has been a very exciting and rewarding one.

There have been many wonderful outings and we have been particularly fortunate to have visited a number of member's properties. Four club members, including Bob & Robin Eadie, Noel and Janis Baker, Bill and Kendra Templer and Don and Joan Grogan have hosted the Club in the last year, whereby helping members get to know each other so much better.

A huge thank you to all of you, for your wonderful hospitality and generosity.

Our Tasmanian Section, headed by Carney Cox, has also been very active with many excellent events and, together with the Victorians, were delighted to be involved with the Silver Ghost Association Rally as they toured Tasmania and Victoria.

The annual joint outing with the Jaguar Car Club is growing in popularity as is our relationship with other similar car clubs such as Alvis, MG, Morgan and Armstrong Siddley.

The monthly general meetings at Bill Allsep House have also been very well attended with some excellent speakers presenting to the members. The February ladies night was a "full house" as we had the pleasure of hearing from Amanda and Zara Henderson, with Amanda speaking about her amazing "Gloss Creative" business and Zara enchanting us all with her stories of being a "Rolls-Royce Club Child"!

The year has seen some wonderful 30's cars come to the club including Geoff Down's 1934 H.J. Mulliner 20/25 sports saloon, Theo Nelson's 1934 Freestone and Webb 20/25 sports saloon, and also Peter Jordan-Hill's beautiful 1938 Wraith, affectionately known as "Pearl".

The club has seen a 10% growth in membership over the year and attracted two Silver Sponsors, one Gold Sponsor, and a Platinum Sponsor that collectively contributed \$10,000 towards promoting the club and it's events. We are now comfortably in the "black" after adjusting to the (not unsubstantial) costs of running our own clubrooms.

The year has most particularly been marked by one special event, that being the grand opening of the "Lionel Gell School of Instruction for Rolls-Royce and Bentley Enthusiasts". This comprises a factory/workshop/office complex to foster the learning and knowledge of Rolls-Royce and Bentley. This has been made possible through the generosity of long standing member Lionel Gell and the good auspices of the Sir Henry Royce Foundation. The Victorian Branch has seen fit to award an "Ian Dodd Memorial Award" Life Membership to Lionel in recognition of his support and generosity.

Over the years we have encouraged young people to develop their interest and fascination in our cars and this building is a huge step in that direction. Technical sessions are held every two months as well as other special events. It is coordinated by a separate committee headed by Senior Vice President Noel Baker and his team. In addition we have formed a "Youth Committee" which is represented within the club and runs a driver education event each year at the DECA driving complex at Shepparton, where young and old (or should I say - "age enriched") alike can have some driving fun in a safe, controlled environment.

None of this could happen were it not for a fantastic committee and support team in place, so my gratitude and thanks to all involved for being great sports, and helping to make it all happen!

Onwards and upwards! As ever "Go Well"

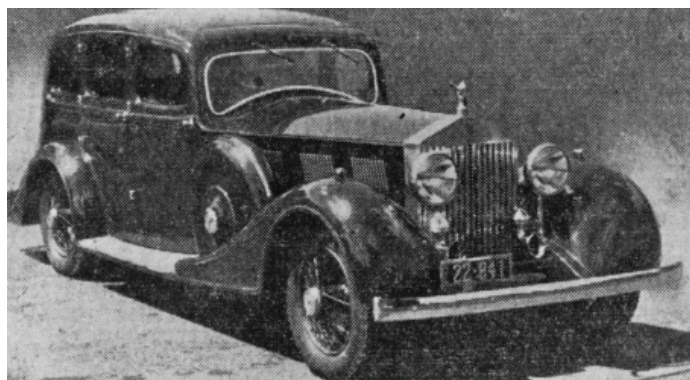
The Strange Case of 22-841

by: David ('Dr Watson') Neely NSW

The perennial exploits by Sherlock Holmes and Dr John Watson at the movies and on television have spurred on this enquiry into the case of 22-841, known by its NSW registration number, with apologies to Sir Arthur Conan Doyle.

The photographic evidence about 22-841 includes an advertisement placed in 'The Daily Telegraph' on 25 March 1937 [Image 1] by Coombes Motorage, Sydney, and two views from the Stuart family [Images 2 and 3] dated 24 October 1936.

Tim Stuart enquired through The Sir Henry Royce Foundation website about a Rolls-Royce owned by his great-grandfather, Walter Stuart (1882-1956), and sent photos



above: Image 1: The 1937 photos of 22-841 from The Daily Telegraph

of a car with the registration NSW-22-841. Tim added that Walter Stuart was the founder of the Sydney building firm Stuart and Company Ltd, which did a lot of business refurbishing Commonwealth Bank branches. Walter was a younger sibling of the founders of the very prominent Sydney building firm Stuart Bros Ltd. According to his daughter's recollection Walter bought the Rolls-Royce chassis and had the second body built. On each side of the car at the back were green blinds, which could be pulled down for privacy. Apparently Walter found the car very heavy to drive and eventually sold it to a bookmaker and bought a Buick. In his ownership the car would have been garaged at his home at 15 Toxteth Road, Glebe Point, NSW. As far as Tim knows his great-grandfather Walter Stuart didn't have a middle name.

The research evidence about Rolls-Royce ownerships by the Stuart family includes entries in 'Rolls-Royce and Bentley in the Sunburnt Country' by Tom Clarke and David Neely and in Ian Irwin's 'Silver Ghosts of Australia and New Zealand – Cameo Histories of the Post-War Cars'. Clarke and Neely have the following chassis associated with the name Stuart. 1921 Silver Ghost, 1TE, which includes, "W. J. Stuart, Whittingham, NSW, before 1927, later in Glebe, Sydney, 1936". Another for 1925 Phantom I, 35MC, "A Diskon & Molyneux saloon was fitted c1935, W. G. Stuart, Stuart Bros (builders), Marrickville, Sydney, 1932 or 1936 until at least 1939. Part-exchanged for Phantom

III 3AX99". Then there is the entry for the Phantom III, "to W. G. Stuart (Stuart Bros builders), Marrickville, 1938". Irwin notes that 1TE was purchased by William Stuart of Whittingham, near Singleton, NSW in 1927 but the car was at William Stuart's Sydney residence in Darling Point Road, Darling Point shortly after. The Sydney firm of Jackson, Jones & Collins converted the original all-weather body to saloon coachwork in c1928 and Stuart retained 1TE until the late 1930s.

Clarke and Neely in the August 2011 'Supplement' to 'Sunburnt Country' included the image from the newspaper advertisement for 22-841. They suggested it might be 1ZG, a 1922 Silver Ghost, which was damaged in a 700 feet fall down the Dorrigo Mountain and bought by the Sydney Rolls-Royce agents, Appleby & Ward, recovered and rebuilt as a chassis in the 1930s. However, this identification is now in question.

Phantom I, 35MC is not a contender for 22-841 as indicated by a known photograph of the 1930s Diskon and Molyneux saloon shown on page 179 of 'Sunburnt Country'.

Returning to the Stuart family history, William Stuart (1860-1940), born in Scotland, came to Sydney in 1882 and in 1886, with his brother James, he founded Stuart Bros, builders. William was the third eldest sibling of the 10 children in the family. Tim's great-grandfather, Walter was the youngest and formed Stuart and Company Limited, for a time with another brother, Adam. One of William's sons was named "William James". Could Walter have purchased 1TE from his nephew, William James in the mid 1930s? If so, then the sequence could be as follows.

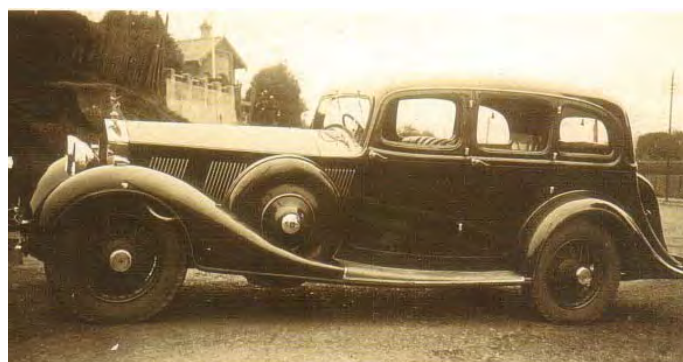
1921 Silver Ghost, 1TE, was in

Singleton, NSW, when William Stuart, from Whittingham on the New England Highway just out of Singleton, purchased it in 1927. He took the car to Sydney where in about 1928 Jackson, Jones & Collins converted the original all-weather body to saloon coachwork. By about 1935 the original base of the body would have been aged and the saloon conversion an outdated style. Perhaps the body was removed and Walter Stuart, of Glebe, acquired it from his nephew. At some point the chassis was modified including fitting front-wheel brakes. Walter Stuart commissioned a new body, which was a very stylish mid-1930s design. The front mudguards have a subtle sweep on the leading edge which removes the otherwise pod look that can be seen in other re-bodied examples from this era. The edge moulding on the front mudguards is carried through to the rear guards. The slanted bonnet louvres are carried through to the scuttle giving another hint of 1930s modernity. It is the quality of design and execution that could have been carried out by the Sydney firm of Waddington. The body was completed by October 1936. Apparently Walter Stuart found the car very heavy to drive and sold it. The car was advertised for sale by Coombes Motorage, Sydney, in March 1937.

However, forensic examination of the Stuart photographs by Tom 'Sherlock' Clarke suggests there is a slight possibility the chassis may have the pre-1919 type hubnuts. Another oddity is that the main front crossmember that should be in front of the radiator appears to be missing and a narrow substitute placed further forward. Strange indeed! A three-pipe case, certainly.



above and below: images 2 & 3: The 1936 photos of 22-841 from the Stuart family





Twenty Topics No. 51

Family Remembrances

My cousin and I were going through some old family photos recently and came across the photo of Great Granny, Margaret McEvoy and two of her four daughters, Grand Aunties Gert and Hilda, taken in New York during their trip to the United States in 1906.

Margaret and Gert are the ladies in the second-last seat and Hilda is two seats in front, second from the outside. Margaret has the reputation among the family of being a force to be reckoned

with and she certainly appears so here. Auntie Gert became an enthusiastic, if not alarming, driver. Auntie Hilda's memory is enshrined forever in the magnificent window that she donated to St Mary's Cathedral in Sydney.

The vehicle they are in is unbelievable. I certainly have never seen anything like it before. Its capacity is astounding and how the driver steered it without power assistance will never be known and it must have had gearing like a steam traction engine. Note that he has his foot on the brake, the pad of which can be seen behind the rear wheel. The vehicle was probably electric

above: The 1906 photo of some of David Davis' relatives in New York.

as there seems to be a motor just behind the rear wheel which is chain driven. It is unlikely that the motor was manufactured by F H Royce Limited.

The large box between the wheels probably contained the batteries. Note the safety feature of the rope strung along the seats. The vehicle appears to have been busy by the appearance of the tyres (tires!) Note the slope of the seating to give those at the back a good view, obviously necessary due to the large hats worn by the ladies. Weather protection is non-existent (apart from the hats!). It is presumed that the occasion was shortly prior to a tour of Central Park. The common feature with early Twentys is that it does not have front brakes!

A Correction

Nigel Scott has brought to my attention that he did not buy 53S7 as reported in the last Twenty Topics, it was given to him as a present by his wife in order for him to have a project! What a wonderful wife! Nigel needs an AT Speedo which would be geared to show 70 mph and a clock which for that car would be a Smith's dial winder: so if anyone has any ideas, please let Nigel know. As a matter of interest, when I bought 42G1 it was missing several instruments and I fitted substitutes. The comments that I received were that the instruments were wrong for the car! I took out the substitutes and left the holes in the instrument board and within about 6 months I had the full complement of correct instruments. Such is human nature!

Mark Roberts has told me that he met John Scammell, the previous

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News from the Registers

owner, at Birdwood in 1986 who told him that he purchased 53S7 from a doctor in Broken Hill in the 1950s and drove it to Adelaide. He later rebuilt the engine but did not tension the head properly resulting in a cracked block. The car sat in a workshop for years but John could not justify the cost of a new block so it was not repaired. He did put on a new hood though and he maintained that the Barker body was fitted to the car from new and that Gavin Sandford Morgan never did own it.

I agree with Mark that John's version of its history must be correct. That leaves the question of what happened to the LKS Mackinnon Barker body, as it would have been unlikely that it was scrapped, unless, of course it was damaged beyond repair?

20s at the Federal Rally

There were 6 Twentys at the Federal Rally at the Hunter Valley earlier in May. They were Geoff Harrison's GPK42, Jeff McAlister's 77A5, Jim Kelso's GRK81, David Heuzenroeder's GMK4, The Gillings' GZK12 and my 42G1. Geoff, Jim and I travelled to and from the Hunter in convoy enjoying the brilliant weather with a trouble free run.

Mick Rust, when presenting prizes, described my car as his taxi for the days of the Rally, as he and Rory Poland came with me not only from our accommodation to the various events but on the trips around the Hunter which looked its best after the rain during April. Tom and Fiona Clarke accompanied me on the Dawn Patrol which was a lot of fun despite the early start.

The Rally demonstrated what a reliable and convenient car the Twenty can be at such an event. The Technical Session conducted by Bob Clarke covered the front axle and associated steering and brakes with emphasis on the causes of wheel wobble.

One matter which arose was in regard to well-base wheels. These were introduced in 1926 and retrofitted to many chassis. Wheel wobble was an issue with the original 23 inch flat-base wheels fitted with straight-sided tyres and the Factory had significant trouble in dealing with it. When well-base wheels were introduced, those problems were contained by changes to king pins and steering tubes so R-R recommended that the later wheels be fitted retrospectively. The well-base wheels supplied had a rim width of 3.75 inches which was a reduction from 4.5 inches of the 23 inch wheels. These rims are too narrow for the 21 inch tyres available generally, certainly since the War, which lead to inner tube

pinching especially on the rear wheels due to cornering.

Recent work on the Depot Sheets has uncovered Sheet No 540 of 9th July, 1926 which specifies a well-base rim width of 4.5 inches. How the Factory came to supply the narrower wheels is a mystery. Possibly it had something to do with the tyres Dunlop supplied at the time. It has to be remembered that wheel and tyre development largely took place in the USA. They developed the straight-sided tyre and flat-base wheel with the removable side rim. They also developed the balloon tyre and the well-base rim and the tyres they developed for both rims were similar in that they had square-sectioned beads and did not have a lip on the bead as did the English tyres. The pinching problem which developed resulted from the fitting of American style tyres to English rims which, basically, were too narrow.

4.5 inch rims are now readily available and I for one am progressively fitting them to my car. I can also report that the steering is also lighter at slow speed which is probably due to the extended imaginary line of the centre of the king pin meeting the centre of the tyre on the road which restores the original geometry of the 23 inch wheels. While increased heaviness has always been ascribed to the extra width of the 21 tyres, probably it is due to the misalignment of the king pin and the centre of the tyre rather than any other cause. The significant advantage of well-base wheels and tyres is the increased comfort resulting from the reduction of pressure, eg the reduction in the case of 42G1 is from 45 pounds in the case of 23 inch wheels with straight sided tyres to 30 pounds for 21 inch well base wheels with balloon tyres.

Vale

Peter Gargett died on 19th May, 2014 after a long illness. Peter has owned GLK66 for nearly as long as I have owned my Twenty. He drove solo from Brisbane in the Twenty to attend an early Wagga Federal Rally and on being asked how he spent the time, he replied that he sang Hymns the whole way! Peter and Chris spent their Honeymoon in the Twenty at the 1965 International Rally in New Zealand which I attended in my Twenty after its engine overhaul at York Motors. The English Vintage Motor Magazine mentioned the two Twentys with the remark that they completed the arduous course without any trouble!

Peter used his Twenty for many years as his everyday car as a partner of Conrad and Gargett, Architects. He frequently came to Sydney, visiting clients and usually called in to see me

at the Trustee Company, so that while we lived in different cities, we shared our interest.

I will never forget that on our honeymoon in 1967, the Brisbane hotel staff rang early in the morning to say that the Twenty was running. I ignored the comment until they rang again. I then discovered that the starter was churning the motor over. I disconnected the lead and resigned myself to having to crank until we returned to Sydney. That day, as it happened, we visited Peter and Chris at Indooroopilly. Peter diagnosed the problem straight away and it was fixed in 5 minutes. Chris has suffered from MS for many years and Peter has taken exemplary care of her even to the extent of installing a water operated lift in the house. Peter was always an experimenter, looking for the way to make Chris' life easier. He was a true gentleman as well as being a true Twentyist.

David Davis 42G1 NSW

Silver Ghost Register

On Wednesday 7th May 2014 four Silver Ghosts enjoyed a very picturesque drive to the Hunter Valley Federal Rally, headquartered at the beautiful Cypress Lakes Resort. They traveled along lovely quiet roads with sweeping bends, up hill and down dale and along dry riverbeds. This was along 'The Putty Road' north of Sydney and the convoy consisted of Silver Ghosts 123EM [Vincent our team leader], 88LK [Drew], 57AU [Price of NZ] and 12HG [Inder].

Our first Register contribution to the Federal Rally, the next day was the 'Dawn Patrol' to 'Shakey Tables' for breakfast. This was a great early morning run in old cars with a keen group of enthusiasts experiencing vintage motoring. The breakfast venue was also delightful and the fare excellent. Here the participants travelled in a variety of vehicles giving them a drive in a Silver Ghost or other magnificently engineered Royce vehicle plus a guest modern. The five Silver Ghosts (12HG [Inder], 88LK [Drew], 123EM [Vincent], 57AU [Price], and 64EU [Matherson]) were joined by two 20HPs, (#42G1 [Davis] and #GPK42 [Harrison]), a Phantom II (#147GN [Gillings]), a 20/25HP (#GBX81 [Swinbourne]) and a much appreciated substitute vehicle PVI (#PRH4846 [Henderson]). I thank all the drivers for the use of their vehicles and help in making a very enjoyable morning for everyone.

The day continued with our Register

News from the Registers



Seminar on 'Overseas Touring in your Silver Ghost'. This consisted of a well-made film on the 2013 Alpenfahrt in which a number of our members who took part were seen enjoying themselves. Interestingly and sadly three ex-Australian Silver Ghosts, were also seen, now stationed overseas. These included 1909 Silver Ghost 60922 and named 'Silver Dawn' originally owned by Charles Angas of SA and then to USA in 1968 and then the 1911 'The Melbourne Ghost' 1606 sold in USA in 1995. Also seen was 1912 Silver Ghost 1958 (ex India, H.H. The Maharaja of Patalia then to Australia in 1916, now owned by Sir Michael Kadoorie of Hong Kong).

Following the film, Rex Vincent presided over an interesting discussion on problems that arose on this particular tour. Of significance were the overheating problems especially due to the Alps and associated hill climbs. Problems here arose because of the various radiator

sizes on these Silver Ghosts, the cars built for export with 'Colonial' radiators having more water capacity and therefore cooler than the smaller radiator vehicles. Then the lack of side vents on the vertical side of the bonnets, which possibly occurred during rebuilds or restorations, where the opening slides or vents were omitted. Of course then there was the warm weather, high altitudes and steep climbs all contributing to the overheating. Nearly all of the Silver Ghosts finished the whole rally.

Thursday was a busy day for Silver Ghost enthusiasts in the Hunter as in the evening we travelled to our Register Dinner. Thirty-six people enjoyed a sumptuous meal and nobody had time to draw breath. The room was full of Silver Ghost yarns 'tall and true'.

The whole Federal Rally was highly successful, the evening functions were superb and the area of the Hunter vineyards presented so well. The Silver Ghost section of the Concours was won by

above: Four Silver Ghosts at lunch on 'The Putty Road'
[left to right - 88LK, 57AU, 12HG, 123EM]

below: 'Dawn Patrol' vehicles waiting while owners and passengers enjoy breakfast.
(photo Brian Carson (QLD))
Peter Moran [8CE]. Also at the Federal Rally were Silver Ghosts 1492 [Gillings], 2133 [Wherry] and on Sunday 1388 [Hall]. The 'hard luck' story of the rally was Silver Ghost [85AG] owned by John Lockeridge which 'failed to proceed' and was not able to be repaired at the last minute.

On 4th June 2014 the new Royal Coach built in Manly NSW, and now known as 'The Diamond Jubilee Coach' will have its first outing when Her Majesty the Queen leaves in it to Open Parliament. A very early morning trial run will be held on 30th May 2014. I have the opportunity to travel to London to join my friend Jim Frecklington OAM at Buckingham Palace for the departure of the Queen



News from the Registers

in the coach. Of significance for us is the incorporation of important Rolls-Royce memorabilia. Items such as an original brass piece from Silver Ghost 60551 [AX 201], a small part of a Merlin engine and a small piece from the Rolls-Royce factory at Derby have all been incorporated into the magnificent parquet interior woodwork. I will report in the next issue of *Præclarvm*.

Bryan Inder 12HG NSW

Derby Phantom Register

Owners of motor cars of this register were well-represented at our 56th Rally at the beautiful Hunter Valley over the action-packed few days 7-12 May 2014, with about 60 (including family members) at the Register dinner on Thursday evening, travelling out to a nearby venue by coach.

Many of those had assisted with vehicles for the Dawn Patrol earlier that day taking full vehicles out to a lovely breakfast at "Shakey Tables Restaurant", at Hunter Country Lodge, a pleasant drive through the many wineries nearby the Cypress Lakes Resort that served as Rally HQ. Both outings allowed an opportunity to catch up with like-minded colleagues of this Register.

My family and I managed to have three vehicles at the Rally and were elated to receive a wonderful trophy for New Phantom 39LF in Class 2! Paul and Dorothy Hesse ensured that all Class-winning custodians

below: The Rally Swap Tables did a roaring trade all day, not only supplying the items being sort by members, but also as the place to seek and swap information on all things R-R and Bentley: all with thanks to the Small Horsepower Register members for manning it. (photo: Brian Carson QLD)



took home an attractive and valuable Bohemia Crystal trophy. The second trophy was awarded for our Bentley Arnage!

The Carroll family enjoyed our week in the Hunter, taking up two of the very comfortable villas – we congratulate the Rally Committee on all aspects of their work in organising the event, which we could not fault.

I found some gems of past writings and publicity for Rolls-Royce motor cars, especially Silver Ghost and pre-war Phantoms in "Rolls-Royce The Living Legend", published 1962 by Post Motor Books, Arcadia, California, with 380 pages of photos and earlier advertising, and hope to reprint some in our journals.

Do any of our readers have Rolls-Royce tools for sale to suit 39LF, as we don't seem to have the full complement. Luckily the previous owner Alan Robert provided us with not only the blue "Instructions.." manual, but also a brown cloth-bound Rolls-Royce parts catalogue issued 1926 for New Phantom cars,

above: Members mill around awaiting the Dawn Patrol "OFF" signal at the Federal Rally. (photo: Brian Carson QLD)

showing three pages of detailed photos and part numbers for all the tools usually supplied with each chassis. This can be used to check items needed by me or made available to others.

Can any reader assist me to know how all those tools were packed/presented in these cars originally, for we are keen to replicate that? Does anyone have photos and/or a full collection?

Frank Carroll QLD
Derby Phantom Registrar

Small Horsepower Register

The Small Horsepower Register organised the Swap Tables at the 2014 Federal Rally and had a great day manning the table at the Concours display day.

Once again, club members were able to successfully buy and sell Rolls Royce/Bentley tools and other related items at the Federal Rally swap area. By so doing, they also supported the Sir Henry Royce Foundation as 10 percent of takings were donated to that entity.

Thanks go to Bob Roberts (NSW) for his leadership and to his helpers, including David and Nancy Axe (NSW), Ken Swinbourne (NSW), Barrie Gillings (NSW), Phil Sproston and Chris Ikin (NSW), Greg Johnston and Gail Sharp (VIC), Peter and Monica Barrow (QLD).

Les and Carol Hearne
GRC53/GRC55 NSW



News from the Registers

Silver Wraith, Silver Dawn and Bentley Mark VI/R Type Register

Two weeks ago we were motoring back from the Federal Rally, a good rally and an excellent run for our cars. We had 1 Silver Wraith 4 Silver Dawns 5 Bentley MkVI and 2 R-Types there (apologies for any omissions). So well done to these attendees, even though I would have liked to have seen more of our Register cars attending. Congratulations to Lex Lynch for winning our class at the Federal Concoours.

Owing to unforeseen circumstances I missed my Register meetings at the Rally, however the better half is now slowly improving after her little fall and will soon be on top of things. Thanks to Deputy Lex for keeping the business things on track.

We now turn to our next event. Our annual Social Weekend away, the "Dawn Patrol XII" see the details in the panel opposite.

Members John and Jill Dickson, from Deniliquin, in Southern NSW, have organised a wonderful event. We caught up with them after the Federal Rally. They have done everything and Lex is helping to finalise the last minute details.

We will gather in Deniliquin for our Friday meet and greet, and on Saturday procede to Hay, with visits on the way, for a 2 night stop.

After winter this will be a great time to get our cars back out for a good long run!

That is all the details you are getting now, so you can have a few surprises! It will be great fun, the new Backscratcher will be there too! We have been talking to many members from all the eastern States and I hope we can have attendees this time from ALL eastern States. That would be as it should, nationally!

Please book in early as rooms are limited!

No technical words of wisdom in this Report. I heard on the grapevine that a couple of Members had issues with their cars after the Federal Rally, but only one of our Register cars suffered, with a minor water pump problem. This won't be a problem for him though and it will soon be back on the road!

Member Gos Cory from Goulburn area tells me he is planning to replace his rear wheel bearings. He has a lovely 1949 coachbuilt Bentley MkVI. He is planning to do what most owners would and use locally sourced bearings. He knows what to do, but

Silver Wraith, Silver Dawn, Bentley Mk.VI and R-Type Register

Our Social Weekend away
Dawn Patrol XII
September 19 - 22, 2014
Deniliquin and Hay, NSW

Hosted by John and Jill Dickson.

A delightful Outback Experience in this historic rural area featuring a visit to a magnificent private property, dinner at a fabulous historic Mansion, and local fare and attractions. A Spring drive to blow away the Winter cobwebs and join old and new friends.

We meet Friday in Deniliquin

Riverview Motel, 13 Butler St. (03-5881-2311) Di and Frank Rinaldi

Saturday and Sunday nights in Hay

Bishops Lodge Motor Inn, 379 Moama St. (02-6993-3003) Melissa and Chanook

Accommodation is limited, so please book early
Open to all Club Members

The Drill: Book your motel rooms, Mention the RROCA
then phone Kate (03-9598-6702) to be listed.
Once done: organise your mini-overlander and prepare your car.

See You There

if any member has a set of the axle collars that help retain the bearing that you now do not need then please give Gos (or me) a call.

That's all for now.

Keep your wheels turning and
'Keep Motoring'

John Harriman SBA74 VIC

Shadow & T Register

Been too busy getting to, from and over the Federal bash at Pokolbin in the Hunter Valley. To those far flung from those climes, Pokolbin is about a quarter tank of petrol due West of Newcastle, the latter of course is on the coast. It was a wonderful event, a great venue, a mass of cars, far too many nice people and most startling of all, an indulgence of brand new Rolls-Royce and Bentley cars! (Please note the coining of the collective noun, which I hope does justice to the Marque). Far more detail will no doubt cram these pages on the topic, meanwhile, from me -thank you.

The only cloud over our model that is worrying is a dearth of our addictive, exclusive RR363 otherwise known as hydraulic brake fluid. You should know the requirements of the stuff and heard of many experiences with it. If not, dial up the Club Forum, au.rrforums.net identify yourself and get into the discussion.

There is probably more 1962 Grange

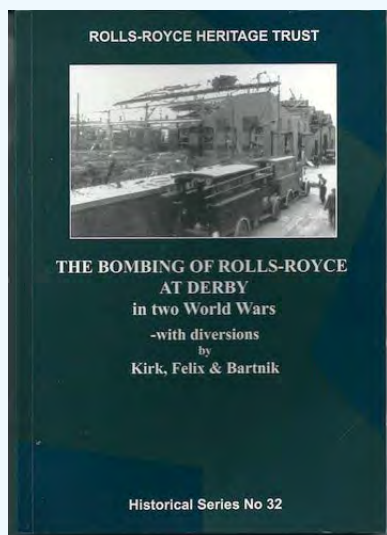
Hermitage in the country than RR363 at the moment. The Factory has a small stock, the manufacturers are rumored to be starting production again shortly and meanwhile we will have to do with and use any brake fluid described as DOT4. If you are doing a major brake overhaul, flush with new DOT4 and finish with clean RR363 if you can get some. The raison d'être for our beloved fluid is to help lubricate the hard working pumps mounted on top of the engine and the leveling bits at the backend to keep you on the level.

The formula of RR363 appears to be secret. This encourages would-be chemists to recommend castor oil added to Dot 4 Standard as a substitute for our stuff. Apart from its quality as an aperient (remember when you were naughty at boarding school you got a dose of Castor oil from Matron!), it is a good lubricant but not very impressive as a secret additive. However my connections with the underworld have assured me that they have first hand knowledge of the secret ingredients, namely:-

Polyalkylene glycol ethers / glycols
v*****Castor oil,
***** ethoxylated
propoxylated
2-(2-butoxyethoxy)ethanol
2,2' -oxybisethanol

For those that remember their organic chemistry, feel free to enlighten us. Oh, we don't have the quantities!

Bill Coburn (ACT)



The Bombing of Rolls-Royce at Derby in Two World Wars

With Diversions by Kirk, Felix & Bartnik

Rolls-Royce Heritage Trust, 2002
146 pages, b/w illustrations,
softcover. List Price: £8 to
members, otherwise £12,
includes shipping
ISBN-13: 978-1872922225

Although not directly aircraft engine related, as its subtitle "With Diversions" implies, the story manages to wrap enough aircraft material into the text to make it worthwhile reading.

The concept of the book is to use various bombing raids on the Rolls-Royce manufacturing facility in Derby, England to describe the offensive and defensive equipment used. In this way, the reader can get a better understanding of the Zeppelins used to bombard England during World War I. Using the bombing of the Derby area as a backdrop, the authors went into great detail into the history of the Zeppelin, its development, the Maybach engines that powered them, etc. Of course, the British would not and could not take this assault on their homeland unopposed so the book delves into the British fighters of the day. It could be argued the authors were diverging off the subject and this is either implied or admitted to in the text.

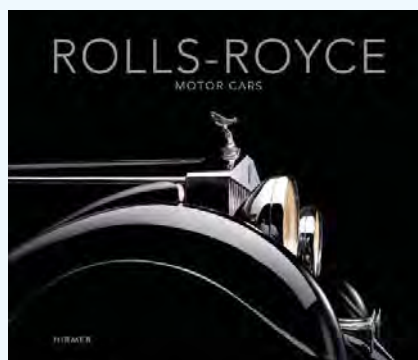
Most of the book was devoted to a bombing raid by a Dornier Do217 twin-engined medium bomber that dropped its bombs on the Rolls-Royce Derby factory in 1942. Nice anecdotes are offered into the strategy of barrage balloons and how effective or otherwise they were. A nice description of the BMW 801 radial engine that powered the Do217 is offered. However, this reviewer would like to make some comments regarding this engine. Although this myth has been perpetuated many times, the 801 was not based on a Pratt & Whitney design even though BMW built P&W R-1690s under license. The

authors do a comparison of the 801 with some of its contemporaries such as the Merlin, Wright R-1820, Hercules, etc. But the one engine that bore the most resemblance to the 801 was omitted. That engine was the Wright R-2600.

Excellent insight is offered into the defensive measures taken by the Germans to protect their aircraft against cables from barrage balloons. Hard to imagine, but the Do217 that attacked Derby actually ran into a cable and lived to tell about it.

This is a very specialized book and one catering to decidedly British interests. But, as all RRHT books, it represents an absolute bargain. This reviewer buys every RRHT Historical Series (of this is vol. 32) as a matter of course as soon as it becomes available. You pay more for some magazines than you would for this book! (And just wait a few years to see what prices these books command on the secondary market!)

Graham White
speedreaders.info



Rolls-Royce Motor Cars: Strive For Perfection

by Andreas Braun (editor), photos
J. Riedel
Hirmer Verlag with BMW AG, 2014
[In US: Univ. of Chicago Press]
179 pages, 200 color photos,
hardcover
List Price: \$65 / £50 / €50
ISBN-13: 978-3777421933

"Strive For Perfection"—that was company founder Henry Royce's great ambition. Perfection comes at a price, and unlike any other automaker, Rolls-Royce stands utterly alone in having an unbroken, now 110-year-long history of building nothing but super premium luxury cars.

This spectacular book celebrates three anniversaries: 150 years since Royce's birth, 110 years since Henry Royce met Charles Rolls, and ten years since Rolls-Royce production began afresh under BMW ownership after the company, along with its sister brand Bentley, were sold by the previous corporate owner. As a tribute to all three it could scarcely be bettered.

The material gathered for the volume in large measure stems from

an exhibition held at the BMW museum in Munich called "Strive For Perfection" that ran for a full year from March 2013. It was curated by art historian Dr. Andreas Braun of BMW and was remarkable for both the display of fifteen of the finest Rolls-Royces available, and the documentary material that Braun was able to display. Nine of the cars came from the BMW collection and the rest from collectors around the world.

It was probably a "first" anywhere of an exhibition dedicated to the philosophy of Rolls-Royce as we know it, and to Rolls-Royce as art. A much earlier example of this was a like-minded exhibition on Bugatti cars (and other Bugatti family) at the Royal College of Art in London during 1979. Nothing like it had ever been attempted before and it was breathtaking, just like this book on Braun's exhibition and its aim to get at the core of a make of car, the very idea of "Rolls-Royce." It is a laudable high-minded approach.

Whilst the usual story is sketched out, such as the car company's early history and its engineering, and particularly the importance of the coachbuilders, it does not aim to cover every detail but rather, as mentioned, to get to the essence. And when it comes to the photographs the book is a sheer delight—images at large size, printed at the finest quality. The variety adds more pleasure, starting with a 2013 Ghost on a mountain pass behind the 1913 Alpine Silver Ghost, both cars in matching colors. This was during a centenary reenactment in 2013 of the very rally that had made Rolls-Royce supremely famous and cemented its engineering reputation for the ages. To see these two Rolls-Royces—a hundred years apart and each at the pinnacle of its segment—sharing the same road is a visual with enormous emotive power. The coachbuilders' color presentation drawings from the 1930s–60s offer more breathtaking pleasure, but just as magnificent are the modern drawings showing features for the latest range of cars.

A few remarks about the actual bookmaking part: the multi-page section of full-page drawings is printed on a different paper stock, thinner and matte, which lends itself ideally to the tone of the illustrations. Riedel's studio photos are against a black background - high drama to be sure but the printing process introduced noticeable dust. Very hard to control and avoid, it does not mar the book, but it's there and so you should know.

Tom Clarke / Sabu Advani
speedreaders.info

Market Place - Rolls-Royce Owners' Club Classified Advertising



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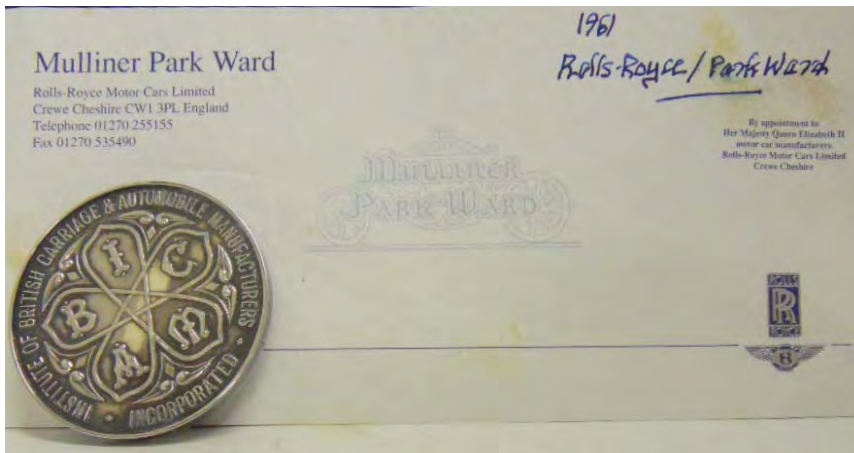
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Park Ward Coachwork Medallion

by: John McGlynn (UK)

John McGlynn is a Fellow of the Institute of the Motor Industry and a former Rolls-Royce and Bentley dealership Director and now a regular contributor to Præclarvm.. Here he talks about part of his collection of Rolls-Royce and Bentley memorabilia.



Admirers of the design flair of coachbuilders Park Ward & Co. Ltd., might be interested to see this large silver medallion presented to them for their designs for Rolls-Royce coachwork in 1961. Unfortunately I am not aware of which car earned the silver medal although it is described as: "Enclosed Drive", possibly it was a sedanca.

The award is 56 mm / 2.20 inches diameter, 5 mm / 0.20 inches thick and weighs a heavy 78 grams / 3 ounces.

The Park Ward company had been acquired by Rolls-Royce Limited in 1939 although I doubt whether they had much opportunity to develop their styles at that time !

H.J. Mulliner was similarly bought by Rolls-Royce Limited exactly 20 years later and the two were merged some two years after that.

I imagine that someone will have the car in question, it is a shame that there is no chassis number indicated.

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Next deadline: 15 July 2014 for the August 2014 Edition.

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