



WINGED MESSENGER

July-September 2022

Journal of the Rolls-Royce Owners' Club of Australia, W A Branch (Inc)
A Club for Rolls-Royce and Bentley Enthusiasts

The views expressed in this publication are not necessarily those of the Rolls-Royce Owners' Club of Australia



The African Queen surges down the Congo River, Humphrey Bogart at the helm... Oh, wait, it's members of the Club at the Golden Ponds run, our Secretary Alan Dickson at the helm.

Your Committee



*Top: Stan Stroud, Alan Dickson, Richard Murphy. Dr Peter Mack
Bottom: Mick Rust, Terry Walker, Patrica Turner*

Contacts

Executive Committee

PRESIDENT (and Federal delegate): Stan Stroud, 0433 913 567 stan.stroud@yahoo.com.au

VICE PRESIDENT: Dr Peter Mack 08 9386 3656

SECRETARY: Alan Dickson, 08 9246 3295; alan@dickson.com.au

TREASURER: Richard Murphy, 08 9434 5377; merf@inet.net.au

Committee Members

FEDERAL DELEGATE: Mick Rust, 0418 915 356 (mobile); mjrust@gmail.com

WEB MASTER & REGISTRAR: Terry Walker, 08 9358 1025; pwalker1944@bigpond.com

EVENTS CAPTAIN: Patrica Turner, 0407 474 097 (mobile), muztric@bigpond.com

Others

CHIEF JUDGE: Ron Magrath, 08 9478 2500, 0412 592 931; magillamach2@outlook.com

Website: www.rrocwa.com

Membership Application Forms are available from the **website**.

CORRESPONDENCE TO: **Honorary Secretary**, Rolls-Royce Owners' Club of Australia,

Western Australia Branch (Inc), **11 Radstock Street, Karrinyup WA 6018**

The Editor: Terry Walker, 08 9358 1025; pwalker1944@bigpond.com



VALE

PETER BRIGGS, a longtime member of this club as well as the Bentley drivers' Club, passed away on 31 May aged 83. Born in London in 1939, Peter came to Australia with his family after World War 2, and in subsequent years became an established businessman. I first met Peter back in the 60s, when he was in the MG and Mini clubs, as a keen rally driver, and promoted the interclub Briggs Trophy Trial. He raced at Caversham and at Wanneroo Park, was a great historic motoring enthusiast (as we all know), founder of the York Motor Museum and the Fremantle Motor Museum.

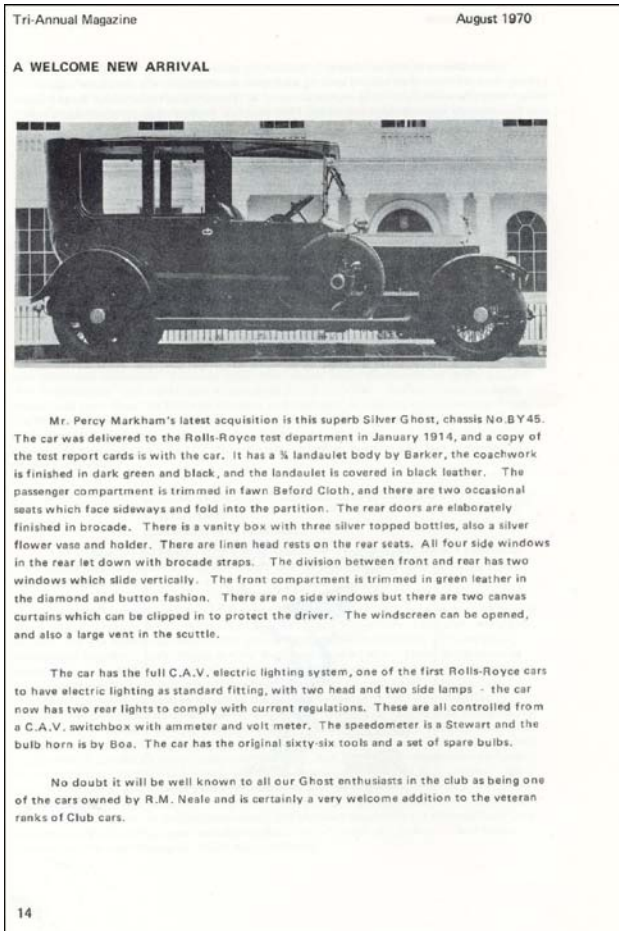
His 40/50 HP Silver Ghost was a Concours class winner as was his very sporty 3½ litre Bentley drophead, styled closely on the Franay car known as the "bullion Bentley". Our deepest sympathies to Robin, their children, and grandchildren. (Pictured with wife Robin, and Val Keogh, President's dinner 2017)

PRÆCLARUM back in the day...

THE TITLE of the R-ROC.A magazine "Praeclarum" derives from the classical Latin motto adopted by Sir Henry Royce: "QVIDVIS RECTE FACTVM QVAMVIS HUMILE PRÆCLARVM"; which translates to 'Whatever is rightly done, however humble, is noble.'

The spelling PRÆCLARVM is simply because in classical Latin the sound "u" and "v" were both represented by V. Think MARCVS FLAVIVS and you get the idea. (The letter U wasn't invented until the middle ages. Perhaps this goes to explain why the letter W, which also appeared later, is known as "double-U" and not "double-V".) The word, however, is pronounced "*pray clarum*".

Our Federal magazine had a bumpy start, with several editors in the first few years, including WA's Tom Clarke. I have a copy of Vol 4 No 3, August 1970. The new Editor, also a Western Australian, was modestly unidentified, but lived at 106 William St, Gooseberry Hill.



Praeclarum then appeared every four months (three times a year), and in this issue we read of the arrival in WA of Percy Markham's stately 1914 Silver Ghost; the 1970 Federal Rally (Canberra); progress in the restoration of 49FW, a Tasmanian member's 1920 Ghost with a London-to-Edinburgh replica body; a dissertation on "originality" in restoration; and some book reviews, including one of a book by the previous editor, Tom Clarke. All in glorious black-and-white, and 20 pages counting covers (of which the inside and outside back cover were blank.) It has of course gone ahead in leaps and bounds since then, is now full colour, rather more than 20 pages, and appears more often.

The Markham Ghost (Chassis BY45 according to the article; surely 45BY), is no longer in the Club Registry, and one assumes it has emigrated to, perhaps, the Mother country. I am not sure who currently owns the Tasmanian Ghost, 49FW, which is not in the 2022 *Chassis Plate*.

How's this for a barn-find?



It's in the USA. Owned by an elderly General Motors enthusiast, and stored with numerous other cars in his Appalachians barn. He has four more Rolls-Royces (Shadows and Spirits) plus lots of classic Detroit iron.



Looks like a post-war Silver Wraith to me, but I can't be sure, although the downdraught carburettor is a hint. I spotted it in a YouTube Video Clip on barn-find cars. These are frame grabs.



And an even better barn-find...



Peeping out of a barn in Wales: a pre-production 20 HP prototype, code-named Goshawk, possible the oldest 20 HP in existence.

It was extremely decrepit in coachwork, but reasonably intact.

Having chassis No 6G2, it is said to be one of 7 pre-production cars, and possibly the oldest.

It was rediscovered in 2014, and I assume it has to have been restored by now.

In the underbonnet photo, that brown thing towering above the engine is the ... er ... um coil? and the bronze object on the side is the updraught carburettor



I looked up photos of quite a few 20 HP engines and that brown ... er ... whatever it is, is not on the ones I saw. However, the photos are of later production engines, and a technical drawing published on the introduction of the car shows it, so it went into production ... for a while.

Down by the Riverside... er, Golden Ponds



IT'S BEEN many years since the Club last visited this venue, and back then we were in the indoor fish-farming tank section. I suspect the network of Ponds was not then in operation.

A beautiful day, and with Club secretary Alan Dickson wearing the Skipper's hat, (see cover), two tours were taken around the chain of lakes, startling the water-fowl and disturbing the sleeping fish.

We then adjourned for lunch in the venue's restaurant.



President's Dinner 2022

By Stan Stroud (President)



The Celtic Club. I had an Irish grandfather and a Scottish grandmother. Am I Celtic enough?

THE President's Dinner, originally scheduled for Saturday 30 April this year was delayed, after the chefs at the Celtic Club called in with Covid on the morning of the event!

The Committee acted promptly in informing those booked to attend, to put away their pearls and tuxedos until we could give a new date for the function. All the trophies, which had been set up on the prize table and vases with flowers had to be collected before the Club closed its doors for a fortnight. Fortunately we were offered the use of Alan Dickson's home wine cellar for the storage of the items (not the flowers!). Thank you, Alan! I do fear, Alan may have had some trouble accessing his wine collection while the trophies were stored in it. But this situation proved to be temporary and we were soon able to reschedule the Dinner (and restore Alan's access to his home cellar!)

On the afternoon of Saturday 28 May 2022, we shifted the trophies from Alan's wine cellar, repositioned them on the prize table, set up fresh flowers and eventually welcomed our 41 guests on the evening. This formal occasion was an opportunity for members to don formal wear and to honour the winners of the March 2022 Concours.



Before seating, a little champagne to tune the taste buds.

The highlight of the evening was the presentation of the Class Winners' Certificates and the various Perpetual Trophies and prizes organised by our Trophy Master, Peter Mack and wife Linda. An updated list of the various winners and their cars is in the adjacent table. It is important to mention that Roy Lyons'

Continued

President's Dinner 2022

Trophies & Awards

Overall Concours Winner

Roy Lyons, 1963 Rolls-Royce Silver Cloud III, Ch. SEV251

Class 2: R-R Phantom I and II

Charles Bush, 1927 Phantom I Martin & King Saloon Ch. 34UF

Class 4: R-R 25-30, Phantom III, Wraith

Charles Bush, 1936 25/30, Roger Fry Drophead, Ch. GWN36

Class 5: Derby Bentley

Jeremy Greene: 1934 3½ Litre, Roger Fry Drophead, Ch. B66FB

Class 8: Silver Cloud and derivatives, Phantom V

Roy Lyons, 1963 Rolls-Royce Silver Cloud III, Ch. SEV251

Class 9: R-R Silver Shadow I and II, and Bentley T1 and T2, Phantom VI

Stan Stroud: Silver Shadow I, Standard Steel Saloon, Ch. SRH 25643

Class 10: R-R Silver Spirit, Bentley Mulsanne

Richard Murphy, 1990 Bentley Mulsanne S, Ch. BSL 32658

Class 13: Bentley Continental GT & derivatives

Brayden Bentley, 2010 Continental GT Supersports, Ch. BGA66484

Ladies' Choice

Roy Lyons, 1963 Rolls-Royce Silver Cloud III, Ch. SEV251

Show and Shine

Michael Jardine, 1964 Rolls-Royce Silver Cloud III LWB, Ch. CDL 45

Touring Trophy

Gordon Hay, Rolls-Royce 1974 Silver Shadow, Ch. SRH19270

Best Bentley

Brayden Bentley, 2010 Continental GT Supersports, Ch. BGA 66484

Age & Authenticity (Pre 1940 R-R cars, chassis only)

Charles Bush, 1927 R-R Phantom 1 Martin & King Saloon Ch. 34UF

Best Restoration

Charles Bush, 1935 R-R 20/25 Roger Fry Drophead, Ch. GWN36

magnificent Cloud III was the Outright Winner , class 8 winner, *and* Ladies' Choice. Of the recent addition of two Bentleys to the Club ranks, (David Walker's 1935 3-1/2 litre and Brayden Bentley's 2010 Continental GT Supersports), the Continental won Class 13 and Best Bentley. Photos of the various winning cars appear on pages 8-10 of the April-June *Winged Messenger*.

After being seated there was a welcoming speech by the President, and Jan Stroud delivered the Grace, acknowledging the suffering of the Ukrainian people and giving thanks for the fortunate situation we find ourselves in here in Australia, basically by virtue of our birth. There was a toast to Absent Friends and a toast to the Club. Roger Fry delivered the Toast to the Founders (Rolls and Royce), while Murray Turner raised the toast to the Queen, the Loyal Toast. These were followed by a two-course meal professionally and expertly prepared by the Celtic Club Head Chef and served by their capable staff. Thank you, all! Following the main dinner course the trophies and framed Winners' certificates were awarded.

As always, our Master of Ceremonies Alan Dickson (our Secretary) kept things moving and to schedule, and whenever the hum of people talking quietened down, such as when waiting for the next course, Alan would stand up and tell some of his entertaining jokes. Finally, the evening was organised by our Events Captain Patrica Turner. Thank you, Alan, Patrica and Peter and Linda Mack for your dedicated work.

continued

President's Dinner 2022

Around the Tables: candid cameras. Editor's thanks to the various photographers



President's Dinner 2022

The awards presented: Editor's thanks to the various photographers



From Top, L to R: Roy Lyons, Outright winner, Silver Cloud III; Stan Stroud, Shadow; Brayden Bentley, Bentley GT Supersports; Gordon Hay, Touring Trophy; Charles Bush, Phantom 1 and 25.30 HP; Richard Murphy, Bentley Mulsanne

Two trophy winners not shown here: Michael Jardine, but he can be seen on page 7; and Jeremy Greene, who was not, I think, present.

Bentley Stars Again



1931 Speed Six Bentley in "Five Red Herrings", a mini-series, 1976, based on the Dorothy L Sayers novel set in Galloway, Scotland.



Believe it or not, Bentley Mk 6 James Young 2 door saloon. It has been converted to an R-R, thereby devaluing it. 1950, Chassis B275EW. Appeared in the movie "Deadline", 1984

We don't often see a Bentley Mk 6 from this angle, specially with someone firing a gun at a helicopter while standing through the sun-roof. But hey, it was an episode of "The Man From Uncle". Remember the days of the small square TV screen in glorious black and white?

I wonder how the driver coped with red-hot cartridge cases landing in his lap?



The Wheels of Justice

From the Otago Daily Times, Dunedin, NZ, 6 July 2022:



A ROLLS-ROYCE found stashed in a container and linked to convicted fraudster Michael Swann is set to go under the hammer.

The 1922 Rolls-Royce Silver Ghost was discovered following an attempt to remove a container at Port Otago's Dunedin container yard last year.

This week the Ministry of Business, Innovation and Employment confirmed the vehicle would be auctioned; however, the date and place of the auction were yet to be confirmed.

Swann was jailed in 2008 for an \$NZ17 million swindle (of which some 3 million has been recovered by the courts, who are still searching for the rest, to repay the victim, the Otago District Health Board.)



It looks to me as though the coachwork has been updated at some time, as the mudguard style looks later than 1922. It's a sobering thought that the car is now 100 years old.

"In 2004, Mr Swann paid \$160,000 to a Christchurch man for the vehicle, which had never been warranted or registered in New Zealand.

Mr Swann told detectives investigating the discovery of the vehicle, "What happened, it happened while I was inside, and it wasn't anything to do with me".

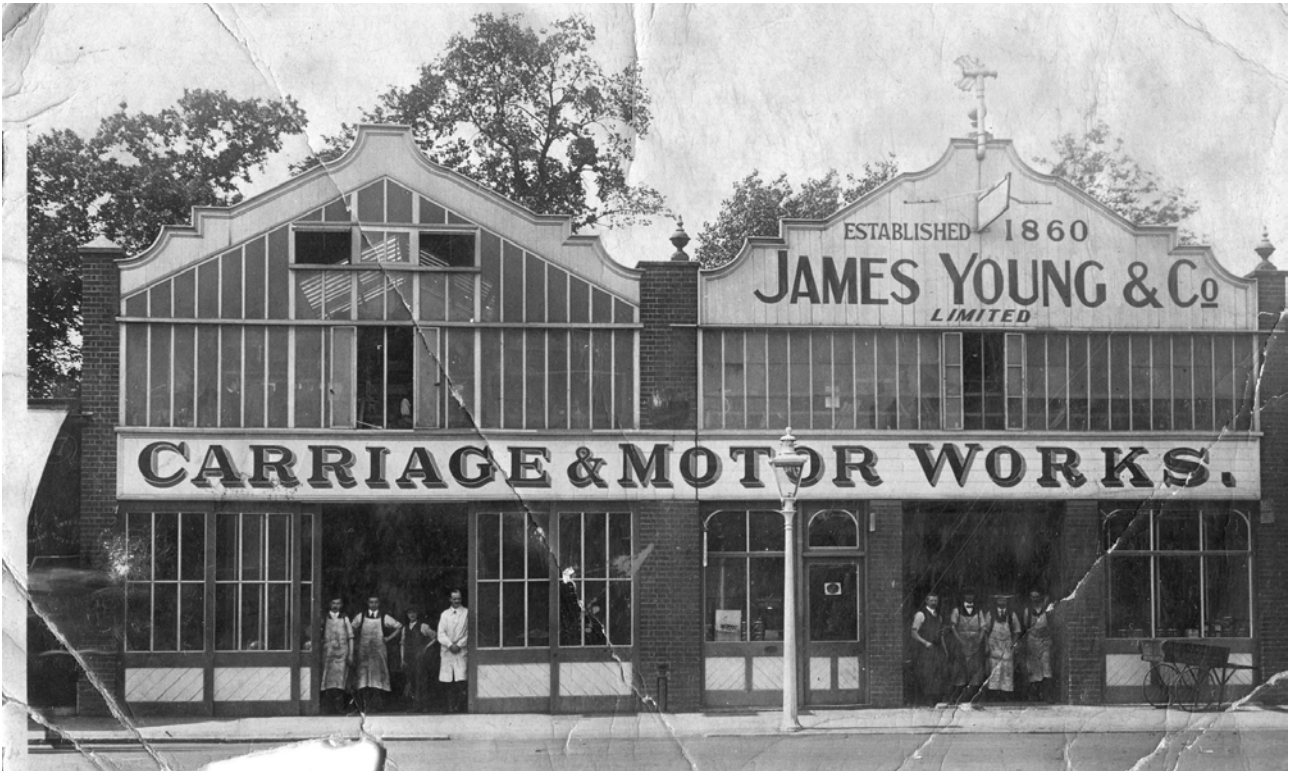
Mr Swann had a penchant for luxury vehicles, and used to drive a Lamborghini to his workplace at the health board.

Last month, an Official Information Act request revealed three known vehicles remain the subject of a confiscation order by the court; including a 1960 Mercedes-Benz 190 SL, a 1993 Mercedes-Benz E320 Cabriolet, and a 1974 V12 E-type Jaguar.

To date, four Rolls-Royces had been subject to confiscation orders by the court.

Those include a 1929 Rolls-Royce Phantom II (bought for \$160,000 and sold for \$140,000), and a 1938 Rolls-Royce Phantom III (bought for \$200,000 and sold for \$97,100)."

James Young: Coachbuilders



James Young's Bromley works, circa 1912.

JAMES YOUNG was a quality coach and carriage builder who moved to motor vehicle body work after WW1, and in the early 1920s began producing series-built bodies for Sunbeam and Talbot, as well as bespoke coachwork for many luxury cars such as our own Rolls-Royces and Bentleys.

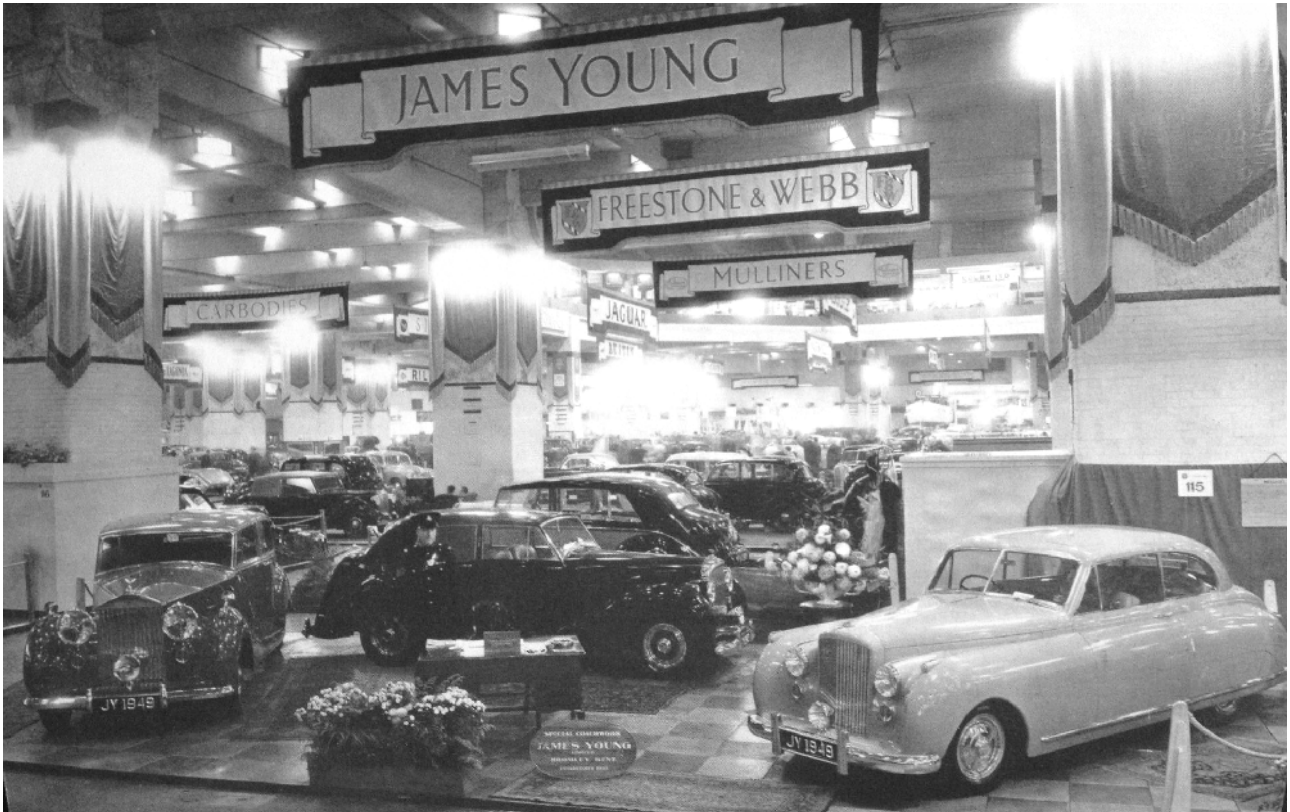
In 1937 the business was bought by Jack Barclay, the Rolls-Royce dealer of Berkely Square. The Bromley works (producing aviation parts) were bombed to bits in 1941, rebuilt, and then hit by a V1 buzz-bomb and blown up again. The yet-again rebuilt premises continued until the company closed, its last coachbuilt vehicles being Phantom Vs in 1967.



A very handsome formal James Young body on a sporty Bugatti Type 57. It's a "faux cabriolet" as the top does not, in fact fold down.

Continued.

James Young: Coachbuilders



Earl's Court, 1948



ABOVE: Sedan coachwork by James Young on a 1961 Phantom V chassis. James Young Phantom Vs had a very distinctive, gracefully sloping rear rather than the more boxy Park Ward styles. This car was for sale in the UK at £220,000, which seems steep until you realise it was fresh from a major rebuild and a bare metal respray in midnight blue.



LEFT: patented James Young parallel door hinge system on a James Young Bentley 3½ litre. Lovely for narrow garages and safer than a suicide door.

Railway Museum Run 19 June



IN something of a reversal of our usual arrangements, we had lunch first, at the historic Guildford Pub, and then adjourned to the Railway Museum. The pub, by the way, was jam-packed to the rafters! Luckily the museum was less crowded, and being spacious meant that our members vanished into restored dining cars, sat nostalgically in old vinyl seats, and gazed in awe at the monster size of the last steam engines.

This made taking pictures all the more difficult. Took my eye off them for a minute, and suddenly I was all alone.

Railway Museum Run 19 June



Descending on the Railway Museum in Style. Parking was wherever you could find a spot.



Down among the big iron. Those locos are seriously BIG!

(I am just old enough to remember steam trains in regular service. As a small boy around 1950 I recall seeing someone off at Perth Station, and a loco suddenly letting a blast of steam across the platform with a *whoosh!* that just about made me leap out of my socks.)

Oh, dear...



Amazing what you find on You Tube. Caption says it all, really.



And this one was on Christmas Day! Linnton, Portland, Oregon. Straight four-lane main road, approaching traffic lights... evening after Christmas lunch. Too much rum in the Christmas Cake? The responders had to leave the car there overnight, as it was holding up that corner of the building, with the bent radiator shell inside a room.

Extra Large scale model R-Rs your grandkids can drive.



The top car is of course an immaculate Cloud 3 pedal car. Triang made many of them, and just like their full-size parents, they pop up as garage finds from time to time. This white Triang (well, *off*-white) was for sale in UK a while back for £250, in need of serious restoration. I expect Elon Musk would be happy to offer a Tesla-powered electric version; plenty of space in that boot for battery and motor.

“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on 13 46 46.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

Hi, To all fellow-members of the Rolls-Royce Owners Club.

WE AT NEIL MCLEAN AUTOMOTIVES would like to offer our Specialist Services to all owners of these fine motor cars.

We specialise in all post war proper motor cars, and are the only Licensed, registered private workshop in Western Australia that can offer the knowledge to service and maintain these fine motor cars, to the standard that the discerning owner would expect.

We carry a vast range of spares, on the premises, and are more than happy to discuss all servicing and repairs for the complete range of motorcars including the latest Bentley GT etc.

Having been established here in W.A. for over thirty years we are confident that we can meet all of your requirements.

Please feel free to give us a call to discuss how we may assist.

Kind Regards

Bev and Neil

NEIL MCLEAN. MIAME. MInstRE.

Neil McLean Automotives ABN 84 574 547 421

15 Elliott Street, Midvale, West Australia, 6056

Lic MRB 7209

Tel: +618 9250 1400

Website: nma.iinet.net.au

SHOWCASE



You don't see many of these about. In 1967 James Young, noted coachbuilders, constructed a batch of 50 of these elegant two-door saloons, retaining the original Silver Shadow straight-through lines. So no, not a Corniche and not a home conversion.