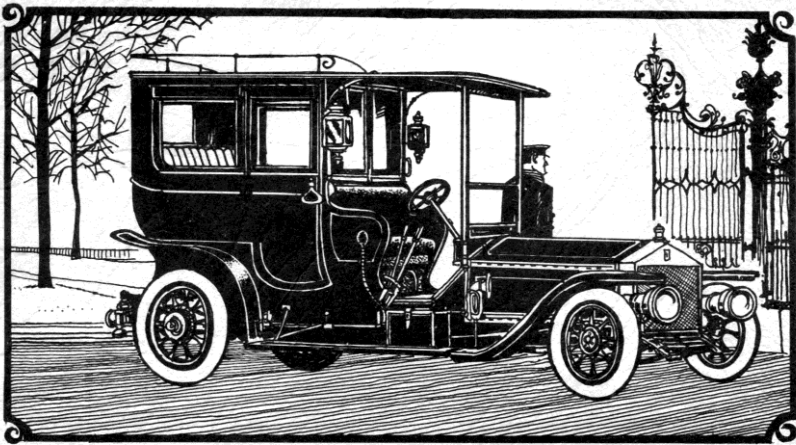




ROLLS-ROYCE OWNERS CLUB OF AUSTRALIA

WEST AUSTRALIAN BRANCH

BULLETIN



The 40-50 H.P. 6-Cylinder Limousine

EDITORIAL

It is very gratifying to your committee to see the list of new members and the car register growing so rapidly as it has since the last publication of the Bulletin.

Especially gratifying to the Editors of this publication, to receive information regarding themselves and their cars, such as Mr. T. Clarke's report on page 8 of this issue. Keep them coming!!

Members are also asked to note the Coming Events section, page 15, and be sure to reserve October 2 for the Toodyay rally.

The Editors

ANNUAL GENERAL MEETING

The 1966 Annual General Meeting was held at the President's home in Floreat Park on July 29.

After apologies and minutes had been read the gavel was handed to Dr. Dick Williams to preside and the following members were elected as office bearers for 1966-67.

President: Mr. P. Markham (re-elected unanimously)
Vice-Presidents: Mr. R. Williams
 Mr. P. Rigby
Sec./Treasurer: Mr. A. Windsor (re-elected with much relief)
Authenticity Officer: Mr. S. Tough

Bulletin Editor: Mr. P. Rigby
Rally Marshall: Mr. B. Harris
Rally Assistants: M. A. Brownell
 Mr. B. Markham
Aide to the Committee: Mr. B. Meegan

Ladies' Committee:

President: Mrs B. Harris
 Committee Members: Mrs P. Rigby
 Mrs M. Steinberg
 Mrs P. Markham
 Mrs B. Meegan
 Mrs A. McComb

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It was agreed that every effort be made to foster the holding of the Federal Rally in Western Australia approximately two years from now.

The Rally Committee presented its proposed programme.

1. September-October; day run to a suitable picnic ground.
2. November; overnight rally to Bunbury.

Further Rallies for the 1966-67 season have yet to be decided upon.

TROPHIES

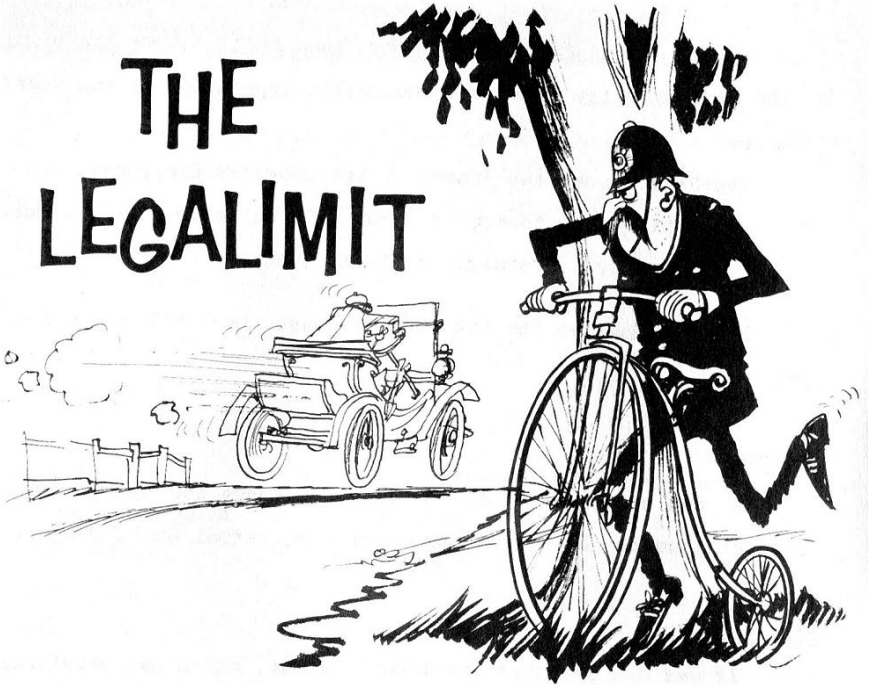
A vote of thanks to the Shell Oil Company for their generous donation towards the establishment of a perpetual Shell Trophy

ANNUAL DINNER It was decided that the Annual Dinner, which has previously been held in the busy pre-Christmas period be deleted from the R.R. social calendar this year, and a suitable social gathering be substituted in May or June taking the form of a cocktail party.

Gestures of appreciation were extended to the Ladies Committee for their work throughout the year, and to Mr. and Mrs. Markham for making their home available for the Annual General Meeting. The meeting then closed formally, whereupon all present fell to and enjoyed the Markham hospitality once again into the early hours.



THE LEGALIMIT



In 1906 Sir Alfred Harmsworth Bart., later Lord Northcliffe, owner of the London Daily Mail, placed an order with R-R for one of their V-8 Legal Limit machines.

Motorists of the time were considerably harrassed by the police in their zealous endeavour to enforce the 20 m.p.h. speed limit, which prompted the Automobile Association to actually produce for members a private map, indicating the location of the various speed traps known to be in operation.

Sir Henry Royce then arranged a governor control on the throttle of the V-8, with a view to keeping his clients free from persecution and prosecution. Hence the name of Legalimit, for the model could maintain, but not exceed, uphill, downhill or straight and level, the legal limit of the time.

The V-8 Legalimit is now extremely rare, and our President would be very happy to make you an offer if perchance you happen across one.



YANCHEP**RALLY**

Our last rally, held at Yanchep Park, resulted, despite the weather, in a very enjoyable day. The immaculate state of all the machines and of the pilots and navigators was somewhat marred by a drizzle of rain through most of the route to Yanchep, but need-less to say, all arrived at the rally point without mechanical hitch.

After an alfresco lunch and a comprehensive variety of refreshments, several competitive events were held, and resulted in some fine driving and total disregard for the terrain and rainy conditions.

Looking at the results, it would appear that some members have been putting practice tize in their R-R's before their respective practices (i.e, surgeries, consultirig rooms, etc.).

Vice President Dick Williams comes to mind at this point, as he emerged overall winner by several chassis lengths, and we shudder to think of the efect all that practice time has had upon the general health of the Floreat, Park area.

Following are the individual results:

SLOW DRIVE:

1st.	Dr. R. Williams	2 min 23 sec
2nd.	Dr . B. Harris	1 min 55 sec

PIG STICKING

1st:	A. McComb
2nd:	R. Williams
3rd:	C Sangster



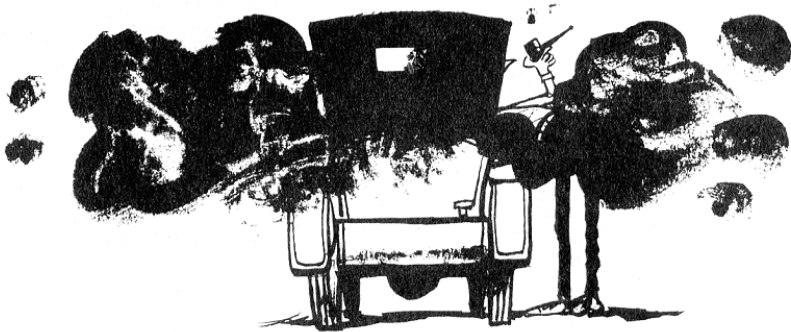
BACKING AND FILLING

1st. Dr. R. Williams
2nd. C. Sangster
3rd. B. Harris

OVERALL RALLY WINNER

Dr. B. Williams with 2 first places and 2 second places.

All members present on the rally are requested to refrain from mentioning to the general public the series of stoppages on the run home from Yanchep, and the clouds of blue smoke emanating from the oldest car present. (Any request for information on this phenomenon should be referred to the President, but this course of action is not recommended by the Editors).



Post mortems were held at Mr. and Mrs. P. Markham's home following the rally and on behalf of the members we wish to thank them for their great hospitality.



**MEMBERS
and
MACHINES**

ROLLS-ROYCE 20/25 HP
1933 Park Ward Saloon
Chassis No. CHA12

This car came into my possession in early 1966. It had a characteristic of running sweetly, behind which the tale of woe was hidden. The truth is here unfolded. What follows, should not, I hope, worry the owners of the best in the world, but draw a good example of the effect of neglect on fine machinery.

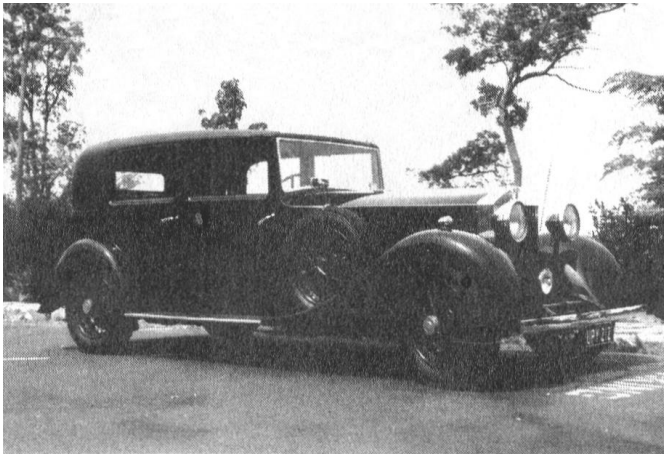
I first sensed trouble when a noise emanated from the power house and even drowned out the noisy clutch thrust race. The decision made was to part with her for some time, the engine was removed from the chassis and stripped. Inside sludge had blocked every passage. Obviously, the oil had been changed rarely and this failure helped to promote big end failure and poor circulation of oil through the sludge.

Everything was thoroughly cleaned and the sludge hacked out of the crank shaft. New piston rings, clutch linings, gudgeon pins, timing gear bearings, valve guides were fitted in addition to the big end bearings being white metalled, and a new clutch thrust race bearing.

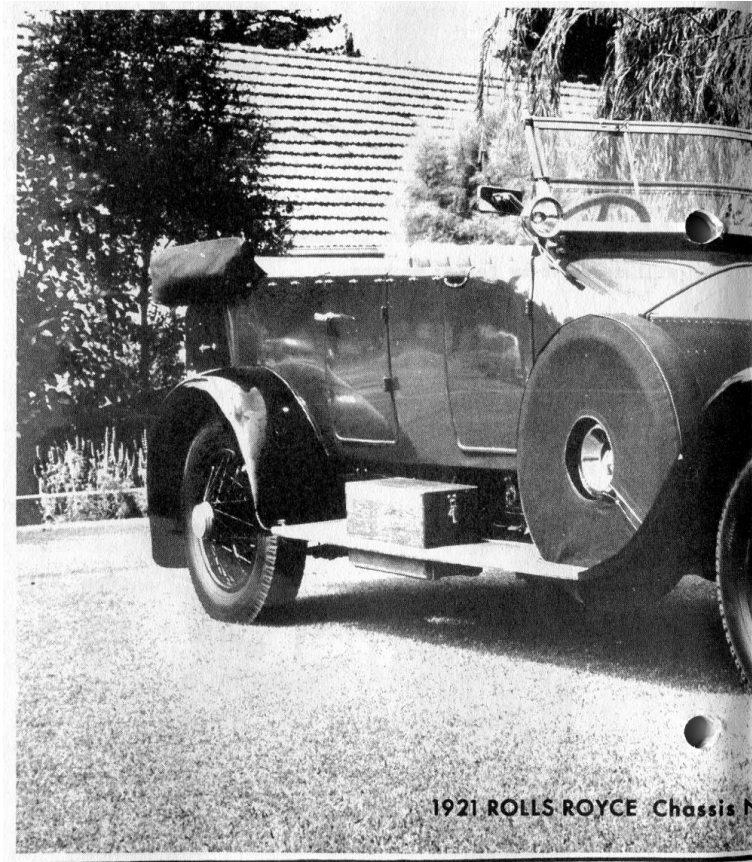
Whilst the car was out of action I took the opportunity of having some chrome plating and wood polishing done as well as polishing the aluminium engine components and enamelling the block and head.

The crankshaft and main bearings did not even come into the picture as they were not, worn, add to this the fact the car had been rebored in 1952, and all the parts having the original engine number, it must be assumed that the car had covered in the vicinity of 220,000 miles. Truly a tribute to engineering which was meant to last and which will probably serve me for yet another 33 years. Needless to say, the car again runs sweetly, but with the traditional refinement of silence. May I also mention that the number plate shown in the picture has now been changed to URR-033 the significance of which I will leave to my fellow members.

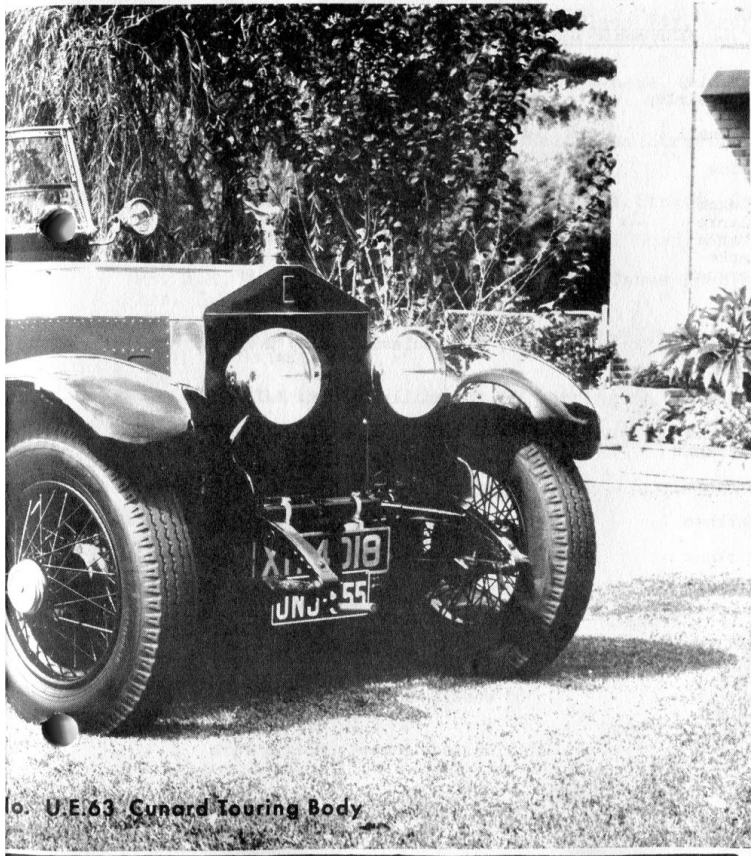
T. Clarke



MR. T. CLARKE'S 20/25 AT SERPENTINE DAM, 1966



This car was found as a wreck in
sequently restored by Simmons of
and is currently leased by Mr.
P.W. Markham.



U.E.63 Cunard Touring Body

England in 1963, and was sub-Mayfair. It arrived in Australia B. Meegan from Club President

LIST OF MEMBERS

FULL MEMBERSHIP LIST AS AT 31st JULY, 1966

Mr. J.E.Brearley	12 Richardson Street, West Perth
Mrs. J.M.A. Brearley	" "
Mr. R.A. Brownell	8 Coogee Rd, Mt Pleasant
Mr. W.L. Brine	13 Hill Terrace, Mosman Park
Mr G.W. Bloxam	171 Colin Road, Wembley Downs
M. A.C. Clarke	9 Barrington Sreet, Leederville
Mr. T.C. Clarke	9 Barrington Street, Leederville
Mrs. L. Clarke	" "
Mr. W.G. Gardner	13 Rosendo Street, Cottesloe
Mr H.D. Gray	35a Havelock Street, West Perth
Dr. B.M. Harris	297 The Boulevard, City Beach
Mrs. B. Harris	" "
Mr C.E. Keogh	191 Piccadilly Street, Kalgoorlie
Mr. P.W. Markham	40 Clanmel Road, Floreat Park
Mrs. M.L. Markham	" "
Mr. J.R. Markham	" "
Mr. R.A. Markham	" "
Mr. B. H. Markham	" "
Mr. B.P. Meegan	19 Thompson Rd, Claremont
Mrs. E.M. Meegan	" "
Mr. R. Morellini	40 Parliament Place, Perth
Mrs. G.M. Morellini	" "
Dr. A. J. McComb	66 Woodlands Street, Woodlands
Mrs. J. McComb	" "
Mr. P.C. Rigby	12 Salvado Street, Mosman Park
Mrs. M. Rigby	" "
Mr. W.G. Raad	8 The Coombe, Mosman Park
Mrs. R. Raad	" "
Mr F. M. Robinson	440 Collins Street, Melbourne
Mr. D.G. Robinson	'Garryowen', Vancouver St. Albany
Mr. D. Sewell	46 Bagot Road, Subiaco
Mrs. J Sewell	" "

Mr. M. Steinberg	3 Dene St, Mt Lawley
Mrs J. Steinberg	" "
Mr H.E. Thompson	20 Polglass Way, Ardress
Mrs. M. Thompson	" "
Mr. H.S. Tough	10 The Avenue, Nedlands
Mrs H. Tough	" "
Dr. R.M. Williams	3 Caithness St, Floreat Park
Mrs. J. Williams	" "
Mr. A.R. Windsor	12 Leonora Street, Como
Mr. V.A. Warrener	68, Donegal Rd Floreat Park
Mr. A.E. Weston	'Serena', Caves Road, Busselton
Mrs. D.F. Weston	" "
Mr. C. Sangster	Rose Hotel, Bunbury
Mrs. M. Sangster	" "
Mr. A.C.Clarke	9 Barrington Street Leederville
Dr. Malcolm Steinberg	259 Hay Street, East Perth

C A R R E G I S T E R

OWNER	TYPE	CHASSIS	YEAR	BODY STYLE & BUILDER
P.W. MARKHAM	SILVER GHOST	1547	1911	Landaulet- Windover
" "	" "	2082	1912	Roi-de-Belge Tourer - Barker
B.P. MEEGAN (lessee)	" "	VE63	1921	Tourer - Cunard
P.W. MARKHAM	NEW PHANTOM	52UF	1927	Closed Limou- sine - Barker with Martin King Modific- ation
Dr. R WILLIAMS (lessee)	'TWENTY'	GLK62	1924	Limousine - Windover
P.W. MARKHAM	PHANTOM III	3AX 121	1937	Closed limou
P.W. MARKHAM	20/25		1934	Sports Saloon Hooper

P.C. RIGBY	20/25	GAU72	1934	Closed Limou-
W.G. RAAD				sine - Mulliner
M. STEINBERG	20/25		1934	Closed Limou-
MALCOLM STEINBERG				sine - Barker
E.M. ROBINSON	SILVER GHOST	1910E	1912	London to Edinburgh (replica Tourer)
"	"	WRAITH	WEC23	1939
				Roadster - Halvorsen
A.J. McCOMB	20/25	GEH37	1935	All-weather Hooper Tick- ford saloon
A.E. WESTON	SILVER CLOUD	SWC26	1960	Standard Sal- oon Rolls- Royce
R & G MORELLINI	NEW PHANTOM	25LF	1927	Martin & King (replacement)
D.G. ROBINSON	R series BENTLEY	B265YA	1954	Sports Saloon Bentley Motors (1931) Ltd.
C.E. KEOGH	NEW PHANTOM	48UF	1927	Limousine-
H.E. THOMPSON	20/25	GLB27	1934	Windovers Sportsman coupe - Martin & King
H.D. GRAY	Mk VI BENTLEY	B26DA		
H.S. TOUGH	4¼ LITRE BENTLEY	B239GT	1950	R. Type sedan
T.C. CLARKE	20/25	GHA12	1933	Saloon - Park Ward
E.M. ROBINSON	Mk VI BENTLEY		1952	No further details
W.L. BRINE	BENTLEY R TYPE	Eng No. B270W	1953	Saloon
C. SANGSTER	SILVER WRAITH		1954	Saloon Body
P. MARKHAM	PHANTOM 2 SEDANCA DE VILLE		1935	James Young Body

S O C I A L



Just received at press-time from an anonymous blackmailer, is the charming social study at left. It pictures one of our higher club executives going about his arduous tasks in the line of duty. The names of the charming couple can be supplied to only interested members on payment of a small fee to the Bulletin Editor. Social butterflies please note: the Club's roving cameraman is always aler for similar activities by members.

* * *

C O M I N G E V E N T S

A rally to Toodyay is being organised for October 2, and all members and cars will be very welcome.

The assembly point will be the carpark at the eastern end of Riverside Drive, time 10.30 am.

Cars will proceed along Great Eastern highway and turn off at the Roodyay-Red Hill Road.

COMING EVENTS cont.

It is planned to hold a barbecue at Toodyay, the meat and rolls being supplied by the Rallying Committee for a nominal charge. Please bring any other eats, glasses and refreshments, and of course your family.

NOVEMBER

An overnight run to Bunbury beginning Sunday of the November long weekend is also in the planning stage. Members will be informed of details later by circular.



RR FOLKLORE

There are many oft-told stories of the glories of the Rolls Royce symbol, but we hope that Club members will derive something new and enjoyable from the recently published anecdotes below...



In 1945, Winston Churchill offered the gift of a Rolls Royce to King Saud of Arabia. Although Ibn Saud already owned a fleet of five hundred cars, he was not the proud possessor of the ultimate British luxury, a British Rolls.

Churchill's offer was in reply to a gift of a Dakota aircraft by Roosevelt to the Arab king, and the British Prime

Minister probably felt that he shouldn't be outdone in the field of international diplomacy.

Winnie's gesture was rather impractical. He had obviously forgotten that under his own orders all the Rolls Royce factories had ceased automobile production and were rather busy manufacturing aircraft engines for the R.A.F.

A somewhat embarrassing position arose for whilst Roosevelt presented his C47 immediately to King Saud, not a single Rolls limousine had been completed since 1939.

Through some minor miracle, Churchill organised the Supply Ministry, the veterans of the Rolls Royce works, and Hooper and Company into production of one hand-made, two tone green Rolls!

The magnificent machine, when finished, was complete with siren, searchlights, and wide running boards to enable three body guards to stand on each side. The green interior contained a silver bowl to allow for Saud's Mahommedan ritual ablutions, an electric fan, radio set, and three hair brushes.

Rolls designers were careful to have the brush bristles made from nylon - the king, being Moslem, couldn't use hog bristles.

The rear seat of the Rolls was built as a throne so that Ibn. Saud could squat cross-legged in the Arabian manner.

On the pilgrimage to Mecca, Churchill's gift with Saud aboard, led the entire fleet of five hundred other autos containing sundry current wives, 150 divorced wives, and his immense harem of various concubines.

So British international diplomacy was preserved, the king got the best car in the world and had the added satisfaction of knowing that his gift had the distinction of being the only car to interrupt Britain's war effort.

[CONT]

FOLKLORE cont

Mrs. P. Palmer, wife of an owner of a Chicago hotel chain, was trapped with her Rolls-Royce in Paris at the outbreak of World War 1. The American Ambassador of the time managed to get enough petrol for the Rolls to get Mrs. P. to a ship at Cherbourg and thence to the U.S. Standing with the good lady on board the escape ship, her chauffeur looked down at the car on the wharf and enquired: "But the Rolls-Royce, madam!" "Leave it," said Mrs. P. "Some peasant may want it."

The man who suffered six showings of Lawrence of Arabia, not to see the stars, but to see the cars.

The British Government loaned Lawrence of Arabia nine Rolls-Royces for his desert campaign against the Turks, and in a single day, using three of the Ghosts, Lawrence wiped out a cavalry regiment, captured two Turkish outposts, and blew up two bridges. Later, when Lawrence was asked if there was anything on earth to be bought that he couldn't afford and would like to have, he replied: "I'd like to have my own Rolls with enough petrol to last me all my life."

The Gaekwar of Baroda ordered one of his many Rolls-Royces with hand embroidered silk interior and painted the same colour as a sample of nail polish sent by his wife.

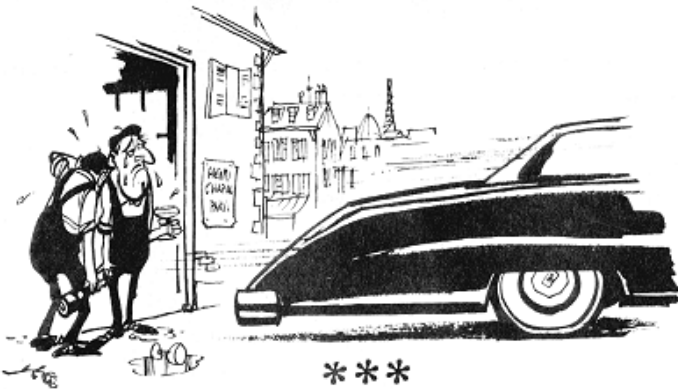
FOLKLORE cont

The most expensive car to reach the American western seaboard was the Phantom owned by Martin Martyn of Beverly Hills, California, which had cost U.S.\$54,000. The body was built by Osmond Rivers, Hooper's designer for many cars, and the great architect of the Royal Family's cars.

It took a year to build and the exclusive design required trips across the Atlantic by Rivers and Mrs. Martyn to complete the final details.

The two tons black and beige body was fabricated by Henri Chapron Paris and contained a specially designed bar and drinking tools by Van Cleef and Arpels, glasses and decanters by Baccarat, cigar humidor, race day binoculars and parasols, and a bonnet dust-cloth made from matched mink skins.

The workmen gave the car a champagne and roses farewell from the Paris works and some of them went to see her go. Mrs. Martyn: "It has an English sould and a French body."



FOLKLORE cont

The potential customer at the R.R. factory enquired just how Holls Royce managed to cover up any mistakes which surely must have happened in mechanical production over the years. The answer by an unruffled factory executive was: "Sir, Rolls Royce never makes mistakes! Eut if we did make them, we'd make them beautifully!"



Sir Henry Royce: "It's impossihle for us to make a bad car, because the doorman wouldn't let it go out."



