



WINGED MESSENGER

Journal of the Rolls-Royce Owners' Club of Australia - Western Australian Branch
A club for Rolls-Royce and Bentley enthusiasts

April - June 2023



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Welcome to my third issue as Editor of the *Winged Messenger*.

Two big stories in this edition... first the ongoing issues on a national club level, which Stan Stroud explains in some detail.

And second, a report on our annual Concours d'Elegance. There were big plans forming to upgrade the event considerably, with a new venue and other ideas, but a lack of time meant little of this could take place this year - but stay tuned...

Thanks to Stan Stroud for putting together the article on Jeremy Greene's most recent automotive adventure. Jeremy tells me he is now heading off again: *"We will be in the Alps / Dolomites / Slovenia / Croatia (Austrian Alpine Trials of 1913 re-enactment --- Alpenfahrt), my third time to do it since 1993. I love the Alpine passes, especially descending without using or losing the brakes. The Ghost (41EM) we use for that is a 4WB; safer, but a very heavy car at just under 3 tonnes. Won't be back till Oct."* Can't wait for the stories...

Still keen to get material from club members for inclusion in this magazine... Remember, it's not just up to the committee members and Editor to provide all the content. Your fellow members will be keen to read and see what you have to add. Don't be shy!

I'm off to Europe in May and hopeful to return with some great material to add to the next issue.

- **Paul Blank**
Editor *Winged Messenger*

Front cover photo: *The Rolls-Royce Silver Cloud II which won its class at our recent Concours d'Elegance, where it's pictured. Read our story about the event in this issue.*



Images from the Federal Rally in Hahndorf, South Australia, courtesy of the RROC Facebook page.





From the President

Federal Matters

Legal Structure of the RROCA and Incorporation: Since the last issue of the Winged Messenger, the Incorporation Sub-Committee completed its report to the Federal Council recommending that the RROCA becomes a legal body to be known as "RROCA Limited", with incorporation taking place at the end of June 2023. The prime reason for incorporation is to protect the Executives and Delegates of the RROCA from legal actions in the operations of the RROCA.

The recommendation of the Incorporation Sub-Committee went to the Federal Council Annual General Meeting in March 2023 at the Hahndorf Federal Rally in South Australia, and was passed by a majority vote of the Council. Previously the Incorporation Sub-Committee had prepared a new Federal Deed and Constitution for RROCA Limited based on the existing 1992 RROCA Deed. The new Deed is a private RROCA Limited document and is available to the RROCA Member Branches and the Branch members; it is this document that contains all of the rules. The Constitution is a slimmed down version of the Deed and is submitted with the application for incorporation, and becomes a public document. In the event of a dispute, the Deed takes precedence over the Constitution.

The initial new Draft Deed (and Constitution) prepared by the Incorporation Sub-Committee followed the structure of the 1992 Deed where the only changes to the Deed were those necessary for the incorporation process. It maintained the structure and rules contained in the 1992 Deed, where the structure places the rules in the 1992 Deed above decisions of the Branches (or Branch Members of the RROCA), and the WA Subcommittee Member and our Branch Committee were happy with that. Further it was assumed by the WA Branch representative on the sub-committee that the other Branches

accepted this up to (Draft) Version 5 of the proposed Deed (and Constitution).

However very late in the work of the Sub-Committee the word "Member" of the proposed RROCA Limited was changed to "Club" in the sense that each of the Branch Members under the 1992 Deed were now proposed to be separate Clubs. In the view of WA Branch, this change to the Deed was outside of the scope of the Incorporation Sub-Committee, and was an unnecessary change as required for the incorporation process.

The WA Subcommittee representative, (on behalf of the WA Branch Committee) advised the Federal Secretary of WA Branch's views on this matter some weeks before the Federal Council AGM.

At the Hahndorf AGM Federal Council meeting, the proposed Deed for Incorporation was put to the vote; a majority approved the proposed Deed (and Constitution). The net effect is that now we have six separate and independent State and Territory Clubs with the powers of RROCA Limited diminished compared to that of the unincorporated RROCA.

Notwithstanding this 2023 change of structure of the Rolls-Royce movement in Australia, we must be mindful of the very important role of the new RROCA Limited in that its function remains to promote the legend and accomplishments of Sir F Henry Royce, defines motor vehicles eligible to enter a Federal Concours, maintains historical records of eligible motor cars and their owners, arranges group insurances for RROCA Limited and the six separate State and Territory Clubs (if appropriate), nominates which State/Territory Club will arrange the annual Federal Concours and AGM, and prepares the fabulous magazine the Praeclarvm.

Below: At Hahndorf, showing the Silver Cloud III, recently sold by WA club member Roy Lyons to a Victorian owner



2023 Federal Rally – Cars: Photos of the winning cars at the 2023 Federal Rally are shown in the current issue of Praeclarvm (No.2 – 23 April 2023). The quality of the cars is unbelievable.

Branch Matters

Audit Report

It was reported in the previous issue of the Winged Messenger that the Audit Report was not available at the 2022 AGM. That report is now available and confirms the results as presented at the end of the 2022FY by our Treasurer Richard Murphy. Copies are available upon request.

Safety Management

Safety management is undertaken for all of our outings, by our Safety and Events Officer, Patrica Turner. At the recent 2 April 2023 Concours there were no safety incidents reported; this compares to three reported incidents (no injuries) at our 2022 Concours.

Events

Organised events since our 4 November 2022 Christmas function (reported previously) were as follows:-
12 Feb 2023: **Beat-the Heat Run.** Met at Hillarys Harbour with a run and evening sunset dinner at Clancy's City Beach overlooking the Indian Ocean.
2 April 2023: WA Branch **Concours** at Guildford.

WA Branch Constitution - Updating

This matter has not progressed and is on hold as a result of changes to the Federal Deed approved by the Federal Council in March 2023.

Other News

2023 Calendar

Note not all of these are official club events, but we list all we can to enable members with concessionally licensed vehicles to participate in their cars. Official club events in **BOLD**.

SUNDAY MAY 21	British Car Day at Gingin
SATURDAY JUNE 3	President's Dinner - Celtic Club
SUNDAY JULY 9	Christmas in July - Chidlow Tavern
SUNDAY JULY 30	AGM at VCCC Rooms, Hale Rd, Forrestfield
SUNDAY AUGUST 13	Run to Canning Dam followed by lunch at Araluen Estate (Golf Club) or Hills Pub
SUNDAY SEPT 17	Curtin FM Car Show
SUNDAY SEPT TBA	Bindoon Historic Vehicle Day
WEDNESDAY OCT 4	Midweek run to Mandurah and lunch at venue TBA
SUNDAY OCTOBER TBA	Como Rotary Car Show, Wesley College
OCTOBER Date TBA	Possible High Tea at a member's home
SUNDAY DECEMBER 3	Celebration of the Motor Car
DECEMBER	Christmas Lunch (Venue and date TBA)

ALSO: First Sunday each Month (not January): Classic Cars & Coffee at UWA



Above: Roger and Chris Fry's 1934 Phantom II Continental Drophead at the British Car Day in 2021. Did you know that the British Car Day was first created and run by the Rolls-Royce Owners Club? It went to different towns each year, and was then taken over by the Jaguar Car Club which has held it at Gingin ever since.



Bentley is moving

Western Australia's Bentley dealership Bentley Perth is due to move its showroom shortly, from its long held location on Stirling Highway in Nedlands.

A brand new showroom has been under construction on Scarborough Beach Road in Osborne Park for about a year.

The new showroom and facilities will be larger and situated alongside new Porsche and Volkswagen showrooms.

The photo above shows two of their new cars at the recent British Cars & Coffee event.

New Website

Work is progressing to create a new website for the WA Branch.

The existing website dates back some two decades and contains a lot of work done by past webmaster Terry Walker.

Our Editor's wife Natalie has experience in creating websites and is undertaking the creation of a new site, utilising easy-to-administer up to date technology. The aim is to retain some of the data that Terry had created for the old site, including historical material, whilst making it easy to navigate new portal to the club.

This is the first point of contact for potential new club members, so it's important to present the club in the best light.

At the most recent Committee meeting, the Committee reviewed and approved the first draft of the redesign and some of the Committee are now editing material for inclusion.



CONCOURS D'ELEGANCE

By Murray Turner, photos Paul Blank

Sunday 2 April

Held at Stirling Square in Guildford on a beautiful Autumn day the Concours attracted an excellent crowd, mainly Branch members and their guests but also a number of the general public.

At 9am the park was abuzz with Committee members who set up sound system, chairs, tables, a computer and marshalled the 'proper cars' into place. By 10am the Concours cars were lined up for display in the sun, safely clear of 'risk of falling branches' of the adjacent majestic Eucalypts and presenting a splendid sight.

The 'spectator' Rolls-Royces and Bentleys were aligned opposite those entered in the Concours, allowing space to accommodate an approved Pizza van and trailer at the southern end of the park. This created a horseshoe-shaped, unifying space for everyone to enjoy the day outdoors in a convivial atmosphere.

Contestants, spectators and guests mingled while admiring the cars. A couple of members brought their dogs on leashes, providing yet another topic of conversation.

Some well-known members from the local automotive industry attended, contributing to the discussion and the swapping of information. Particularly interesting was a conversation I had concerning the smash repair industry over the decades. I learned about some of the crudest methods used over the years and the progress towards the most refined methods used today.

During the judging, we were able to enjoy hard-crust wood-fired pizzas lovingly assembled and baked in mobile pizza oven by members Nunzio, Mayiya Nici and their assistant. The toppings ranged from continental salami, cheese, olives, mushroom and tomato to 'Australian' Ham and Pineapple pizza. I found the crusts were nice and peppery complimenting the delicious toppings.

Thanks to Nunzio and Mayiya for bringing their van, enabling attendees to remain at the Concours without needing to walk to the local shops for sustenance, wait in queues and risk missing announcements and happenings at the Concours.

Around 1pm Chief Judge Ron Magrath addressed the gathering to compliment all who had presented cars in the Concours and to announce the winners.

Finally in appreciation of their efforts, every contestant was presented with a Rolls-Royce 'signature label' bottle of red or white wine.

Winners will be formally acknowledged during the President's Dinner to be held on Saturday June 3.





CONCOURS D'ELEGANCE





CONCOURS D'ELEGANCE

Thanks to Terry Walker for this photograph





CONCOURS D'ELEGANCE



CONCOURS D'ELEGANCE

2023 Rolls-Royce Owners Club Concours d'Elegance Results - April 2 - Stirling Square, Guildford

	Chassis Series	Entrant	Chassis Number	Vehicle	Registration Number
All	Overall Concours Winner	Jeremy Greene	B 66 FB	1935 3½-litre Bentley Drophead Coupe	BDC 35
1	Pre Ghost and Silver Ghost	Brian Tilbury	4PG	1922 Ghost Limousine Open Drive	B1922
2	Phantom I and II	Roger Fry	94PY	1934 Phantom II Continental DHC	1GDM 283
3	20hp and 20/25	Ian McAllister	GLB27	1934 20/25 Coupe	CECELIA
4	25/30, Phantom III, Wraith	Kevin Salter	GMP 70	1937 25/30 Hooper Sports Saloon	1937RR
5	Derby Bentley (3½, 4¼-litre, Mk5)	Jeremy Greene	B 66 FB	1935 3½-litre Drophead Coupe	BDC 35
8	Silver Cloud & Derivatives, Phantom V	Michael Jardine	SZD 291	1961 Silver Cloud II Saloon	DORSET 1
9	Silver Shadow 1 & 2 and Bentley T1 & T2, Phantom VI	No entries			
10	Silver Spirit, Bentley Mulsanne, and Derivatives	Stefan Frodsham	ANF 12471	1985 Silver Spur	1DFL 732
11	Silver Seraph, Bentley Arnage and Derivatives	Richard Joyce	AAX01078	1998 Silver Seraph Standard Saloon Derby	DERBY
B	Ladies' Choice	Roger Fry	94PY	1934 Phantom II Continental DHC	1GDM 283
C	Show & Shine	Bruce Morison	B398NZ	1952 Bentley Mark VI Standard Saloon	EVG 519
D	Age & Authenticity – for Pre 1940 Rolls-Royce cars only. Chassis only judged	Colin Heath	GNC 26	1934 20/25 Barker Saloon	XEM 258
E	Touring Trophy	Gordon Hay	SRH 19270	1974 Silver Shadow Standard Saloon	MDG 078C
F	Best Bentley	Jeremy Greene	B66FB	1935 3½-litre Drophead Coupe	BDC 35



Overall Concours d'Elegance winner



Beat the Heat

by Patrica Turner, photos Paul Blank

At 5 o'clock on a balmy summer's afternoon, 39 branch members and their guests settled into their 'proper cars' to enjoy a smooth run from Hillarys Boat Harbour and along the coast to City Beach to watch the sunset and dine at Clancy's Fish Bar/Restaurant. Muster included a welcome to new members Gary Welch and Yumiko and a 'welcome back' to Brett and Jocelyn Pollock. Other new members Stewart and Shirley Key were acknowledged on arrival at Clancy's.

The run was languorous, departing from Hillarys Boat Harbour along West Coast Drive, past Marmion and the Indian Ocean Marine Research Centre then left to Karrinyup Road towards West Coast Highway. From there, the line of 14 cars followed the curves in the road back towards the coast, where we saw many hang gliders hovering above the ocean which shimmered in the late afternoon sun.

Passing through Scarborough, followed by a brief drive along the Sunset Coast Tourist Drive we pulled in to a parking area where Editor Paul Blank had hoisted a Rolls-Royce pennant to indicate where



the cars could all park together. I counted 14 'proper cars' on the day. Add to this the three or four of our members who had driven from Mandurah or outer metro areas and met at Clancy's, and whose cars were parked in the carpark directly on the beach, we would have had 18 vehicles on the day for our party of 39.

Once table seating was sorted out and a few extra guests squeezed in, we settled into the ordering process, which was a new experience for some. Luckily, our run had not been arduous, which meant we had brainpower in reserve to place our orders, using computers located on each table. We all succeeded, some with help, as drinks were promptly served to each person and the meals arrived in due course, as ordered.

The sunset formed a pleasant backdrop to the scene, as everyone at our tables chatted and laughed while savouring chilli mussels or other seafood with a cool drink or glass of wine. By 8pm we were on the home stretch and musing about a most pleasant conclusion to the week.

BENTLEY CELEBRATES 20 YEARS OF THE CONTINENTAL GT WITH A COMMEMORATIVE SHOW CAR

To celebrate 20 years of the Continental GT, Bentley Motors is hosting a four-month programme of unique models, drives and events that kicks-off at the Shanghai Auto Show with the debut of a one-of-one Continental GT S. This unique car showcases several bespoke Mulliner features, including commemorative badging, inlays and design motifs marking 20 years of the car that has defined the modern era of Bentley Motors.

The exterior of the special GT S for Shanghai is the strikingly sinister Magnetic dark grey metallic, complemented by black chrome and black 22" 10-spoke sports wheels but with a splash of colour provided by red brake calipers.

The black-and-red theme is carried into the interior, with duo-tone finish in Beluga and Hotspur leather with Piano Black.

A bespoke interior features a unique Mulliner colour way, dual-finish fascias and waistrails and bespoke detailing to centre console and treadplates.

The upper fascia veneer is in Granite Stone, giving a unique tactile finish, while the lower veneer is in Grand Black and features a laser-etched overlay celebrating the 20 year anniversary of the Continental GT.

A red pinstripe separates the two finishes, stretching across the fascia from door to door and passing across the upper vanes of the bullseye air vents.

The treadplates proudly display two silhouettes, one of the 1st generation Continental GT and second of the 3rd generation, representing the 20 years of the modern GT.

The same design can be found on the centre console, whilst the LED welcome lamp in the door has a unique design celebrating the anniversary of the iconic grand tourer.



Above: The commemorative Continental GT S built for the Shanghai Auto Show

A Double Anniversary

The Continental GT's birthday also marks 20 years of Bentley's mighty 6.0-litre twin-turbo W12 engine, that has physically and metaphorically powered Bentley to success over two decades. With the end of production of the engine now scheduled for April 2024, only 12 months of W12 assembly remains before this iconic powertrain makes way for Bentley's electric future.

This milestone will be celebrated at the Goodwood Festival of Speed (13-16 July), where Bentley will be celebrating the W12 with a moving showcase of W12-powered cars from the last 20 years, up to and including the new Bentley Batur by Mulliner.

Homage to the Original at Monterey Car Week

The first Continental GT to leave the production line at Crewe in 2003, VIN number 20001, was finished in Cypress Green with an interior in Saddle hide and Burr Walnut. From that day to this, it has remained in the company's possession as a significant milestone in the Heritage Collection's garage.

At this year's Monterey Car Week (August 11-18) Bentley will reveal a final one-of-one Continental GT – inspired by VIN 20001 - to close the birthday celebrations.

Launched in 2003 as the first all-new Bentley of the modern era, the first with all-wheel drive and the first to feature the innovative W12 engine, the Continental GT helped to propel Bentley to its current status as the most sought-after luxury car brand in the world.

At the time of its launch in 2003, the Continental GT offered a unique combination of stunning design, supercar performance and unrivalled craftsmanship. It was hailed as the fastest genuine four seat coupé in the world with a top speed in excess of 190 mph (300 km/h), and a 0-60mph time of 4.7 seconds (0-100 km/h in 4.8 seconds). With no comparable rivals at its price point, the Continental GT swiftly became a global sensation, defining a new market sector.

Now in its third generation, the Continental GT and its stablemate the Continental GTC continue to garner awards and accolades. In 2022 the Continental GT Speed won the respected Robb Report Car of the Year award; remarkably, the Continental GT V8 S succeeds it as Car of the Year winner for 2023. The Continental GT also achieved back-to-back wins at the Auto Motor und Sport awards in February 2023, winning the luxury class import category for the second year in a row in a poll of more than 101,000 readers.



NEWS: On Monday 13 March, as part of the AUKUS trilateral agreement between Australia, the United Kingdom and the United States of America, it was announced that Rolls-Royce Submarines Ltd will provide reactors for Australia's nuclear powered submarines.

The announcement will see thousands of jobs created for Rolls-Royce and across the UK supply chain. Rolls-Royce Submarines, based in Derby, UK currently employs more than 4,000 people and designs, manufactures and provides in-service support to the pressurised water reactors that power every boat in the Royal Navy's submarine fleet.

Note that this division of Rolls-Royce is not a part of the car manufacturing company.

NUCLEAR REACTORS FROM ROLLS-ROYCE TO POWER AUSTRALIAN SUBMARINES

Steve Carlier, President - Rolls-Royce Submarines Ltd, welcomed the news, saying: "We are delighted to be asked to play our part in delivering this element of the AUKUS Agreement and are well prepared to support through our nuclear expertise and engineering excellence. For over 60 years we have provided the power to the Royal Navy's nuclear submarines and we are proud to be playing a critical role in helping Australia acquire their own nuclear propulsion submarine capability."

"This is great news for Rolls-Royce and for the UK as a whole with the creation of more UK jobs and an opportunity to showcase British innovation and expertise on the world stage."

Rolls-Royce is currently supporting the existing Astute and Dreadnought boat build programmes through the delivery of reactor plant and associated components. Additionally, it provides frontline support across the world for reactor plant equipment from its Operations Centre in Derby and supports the submarines when in the Barrow-in-Furness shipyard and the naval bases at Devonport and Faslane.

To ensure a steady pipeline of future talent into the industry, Rolls-Royce last year opened a new Nuclear Skills Academy in Derby, which will provide 200 apprenticeships each year for at least the next decade.



LAST OF THE WRAITH

Rolls-Royce Motor Cars today unveils Black Badge Wraith Black Arrow to mark the end of production of one of the most transformative motor cars in the marque's history.

This Bespoke masterpiece, limited to just 12 examples worldwide, is also the last V12 coupé Rolls-Royce will ever make, as it embarks on its new electric era.

WRAITH: A CULTURAL ICON

Launched in 2013, Wraith is one of the most important and influential models ever designed and built at Goodwood. More performance-focused than its predecessors Phantom and Ghost, Wraith fundamentally altered perceptions of Rolls-Royce and brought new, younger customer groups to the brand for the first time. Its wider cultural significance is underlined by countless references to the Wraith in music, cinema, art and fashion.

THE V12 CONNECTION

Wraith's dramatic 'fastback' silhouette signalled the motor car's dynamic intent, which was further amplified in 2016, with the introduction of Black Badge Wraith: a potent, subversive and even more powerful expression of this transformative motor car, offering some of the highest levels of performance ever achieved by a V12-powered Rolls-Royce.

Yet when considering how best to mark the end of the Wraith era, Goodwood's designers and engineers took inspiration for the Black Badge Wraith Black Arrow Collection from an equally significant V12 in Rolls-Royce's long and storied legacy. In 1938, Captain George Eyston – whose bold, brave endeavours encapsulate the Black Badge spirit – set a world land speed record of 357.497 mph (575.335 km/h) with Thunderbolt, a seven-tonne, eight-wheeled leviathan equipped with two Rolls-Royce V12 'R' Series aero engines. The outbreak of the Second World War in the following year

ended Eyston's endeavours; all subsequent records have been set with different engine types and configurations, enshrining Thunderbolt in perpetuity as the fastest V12-powered motor car. Thunderbolt's record attempts took place on the Bonneville Salt Flats in Utah.

Against the glare of the brilliant white surface, and under a blazing desert sun, the reflections from the car's polished aluminium body made it almost impossible to tell precisely when it passed the timing equipment. Eyston's simple but ingenious solution was to paint a large black arrow on the car's sides, incorporating a yellow central circle motif that could be seen clearly even at high speed. This is what gives today's Black Badge Wraith Black Arrow Collection both its name and unique historical context.

GRADIENT PAINT

Black Badge Wraith Black Arrow's exclusive Bespoke finish features a full colour graduation between two tones – Celebration Silver and Black Diamond. A glass-infused 'Crystal' paint over layer has been applied to the Black Diamond paint to enhance the transition between the two colours, achieving a striking motion blur effect from front to rear. This exclusive Bespoke technique also gives the coachwork a subtle texture inspired by the crusted surface of the Bonneville Salt Flats, set beneath a high gloss lacquer, which is polished for more than 12 hours to achieve a glass-like finish.



continued from last page

The realisation of this extraordinary finish required the marque to undertake 18 months of surface testing and development before the marque's Bespoke Collective of engineers, craftspeople and designers achieved a result befitting to Rolls-Royce standards.

The total investment in time developing the material chemistry, application technique and surface finishing makes Gradient Paint one of the most technically complex paints that Rolls-Royce has ever created.

CONTRAST PALETTE

Contrast to the Gradient Paint is provided by Bright Yellow bumper inserts and Bespoke wheel pinstripes, subtly recalling the yellow circle within Thunderbolt's black arrow. In another Rolls-Royce first, Black Arrow's V-struts, located behind the radiator grille and in front of the engine, are also finished in Bright Yellow, subtly drawing the eye to the V12 engine behind the Black Badge dark chrome grille surround. This use of Bright Yellow extends to the base of the motor car's layered carbon fibre Spirit of Ecstasy, which incorporates a Bright Yellow ring detail and an engraving of the Collection name.

V12 LEGACY FASCIA

To commemorate Rolls-Royce's last-ever V12 coupé, the marque's Bespoke Collective of designers, craftspeople and engineers collaborated to create a unique artwork for Black Badge Wraith Black Arrow's fascia. The intricate, tactile design skilfully depicts the contemporary V12 engine in Wraith. In keeping with the Black Badge family's noir ambience, the highly complex design - itself the product of two months of development - is engraved in a single sheet of black-coated aluminium to reveal the gleaming metal beneath, providing a bold visual link to Thunderbolt's polished aluminium body.

BESPOKE VENEER

Black Arrow's coach doors are lined with open-pore Black Wood, in a complex design comprising over 320 multi-directional and lasered marquetry pieces that mimics the cracked, irregular surface of the Bonneville Salt Flats. This extraordinary feature also extends onto the rear 'Waterfall' panel, which separates the two rear seats.

CONSOLE SPEEDFORM

Thunderbolt underwent a series of design iterations during its lifetime. Its final shape, in which it captured the records commemorated in Black Badge Wraith Black Arrow, is preserved forever in the illuminated, polished aluminium Speedform encapsulated behind glass on the front console.



NEW 'CLUB' LEATHER

Inside, Black Arrow's interior is provisioned with a new material type developed specifically for the Collection. The armrests, seat gussets, transmission tunnel, door detail, door panniers and lower dashboard panel are all finished in 'Club Leather' - its intentional greater sheen and even deeper black colouration provide a subtle contrast to the matte Rolls-Royce natural-grain black leather.

The leather's natural markings are intentionally emphasised to give the interior more visible 'life lines', and a closer resemblance to what was described at the time as "the club-armchair type of driving seat which George [Eyston] prefers above all others". In keeping with the Black Badge series' use of daring pulses of colour, Bright Yellow is employed for the front seat leather.

Atop the seat, the outer headrest features an arrow embroidery motif, providing rich, tactile detail and referencing the arrow symbol painted on Thunderbolt's aluminium body to enable the electric timing equipment to 'see' and capture the car at full speed.



TRACK GUIDE

When the steering wheel is set in a straight-ahead position, a dark marking at the twelve o'clock position aligns with a similar pattern in the seats. This references the black lines Eyston's team painted on the white Salt Flats to help him maintain direction - his sole point of reference at speeds of over 350 mph.

In recognition of the significance of this marking, this track guide flows in a deliberately asymmetric line from the steering wheel to the driver's and rear passengers' seats.

RECORD CONSTELLATION

Given Thunderbolt's record-breaking status, it is only fitting that Black Arrow incorporates a record of its own. Casting a dramatic night's-sky ambience over the interior suite, Black Badge Wraith Black Arrow's Bespoke Starlight Headliner incorporates 2,117 fibre-optic 'stars' - the greatest number ever seen in a Rolls-Royce motor car. All individually arranged by hand, the 'stars' depict the Milky Way as seen from vast open spaces, and the constellations precisely as they would have appeared over the Salt Flats in Utah on 16 September 1938, the date of Eyston's final, immutable record.

BLACK ARROW CLOCK

Inspired by the analogue instruments of the 1930s, the fascia clock bezel references the raw, technical aesthetic of Thunderbolt's interior, enhanced by black hand-tips that mimic the original car's side-arrows; the surround is inscribed with the legend 'Bonneville' and Thunderbolt's everlasting record speed for a V12-engined car of 357.497 mph. A further 'arrow' detail appears on the motor car's Bespoke treadplates.

ENGINE BADGE

An exclusive Bespoke plaque is mounted on the engine cover to signify this as the last V12 ever to be fitted to a Rolls-Royce coupé. Machined from a single piece of polished metal, the plaque is inscribed with the V12 monogram in Bright Yellow, and the legend 'Final Coupé Collection' in Black.

All 12 motor cars in the Black Badge Wraith Black Arrow Collection have been allocated to clients around the world.



Hello 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 motorcars.

We specialise in all post-war proper motorcars and are the only Licensed, registered private workshop in Western Australia that can offer expertise to service and maintain a fine motorcar to the standard a discerning owner would expect.

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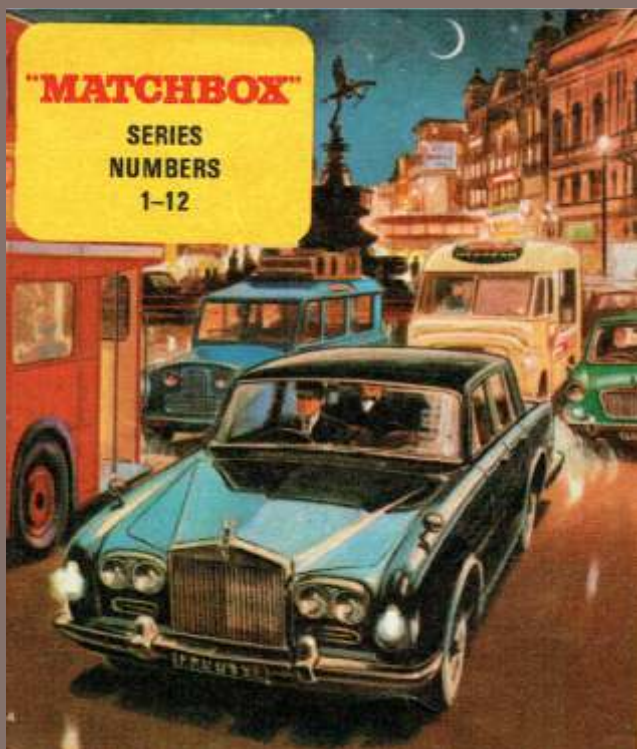
Items of Interest



The half a million dollar Silver Shadow

'The Freddie Effect' brings an amazing result for charity – RM Sotheby's was delighted to sell Freddie Mercury's personal 1974 Rolls-Royce Silver Shadow, which turned out to produce one of their end of 2022 London Auction's most remarkable results. Owned by Mercury from 1979 to his untimely death in 1991, the car then passed to his sister, who retained the car for many years. Sold to benefit the charity Superhumans of Ukraine, which is raising funds to help build a brand-new hospital in the Lviv province of Ukraine, the car brought an astonishing £286,250 (AU\$498,706) against a pre-sale estimate of £20,000-£30,000, with all proceeds going to charity.

Cats Eyes - Percy Shaw 1890–1976 was the inventor of the "Cats Eyes", used worldwide as markers on roadways. He never married and lived in a small house by himself in Yorkshire with 4 televisions (one for each UK channel). His only large purchase was a house and a James Young Rolls-Royce Phantom V, wearing numberplates with his initials. The car today below.



The British **Matchbox** toy cars range included several Rolls-Royces over the years. In 1967 they introduced a model of the Silver Shadow. The company's catalogues used illustrations of their range of models, both of individual vehicles and 'scenes' such as this on the left. Each of the vehicles in the scene were made a Matchbox models.

Their 1967 catalogue, from which this image is taken, also features the Silver Shadow as one of the cars on the front cover. Where the car is shown in the catalogue there's a notation that it will become available in mid-1967.

Note the Silver Shadow is being driven by a chauffeur, with a passenger in the rear - still very much the idea many people had of what Rolls-Royce motoring was all about. Matchbox also concurrently offered a Phantom model.



Jeremy's Great Adventure



Jeremy and Delwyn's 2022 Adventure to the Austro-Hungarian Empire

During a club lunch at the Elizabethan Village in October, member Jeremy Greene created interest as he circulated the tables showing two beautifully printed books and large photographs from a recent trip to Ireland and Eastern Europe. He and Delwyn had participated in the 2022 old Austro-Hungarian Empire Tour of three weeks' duration, arranged by the 20-Ghost Club, the oldest RR club in the world.

The tour was restricted to pre-war Rolls-Royces. Jeremy had his 1924 Windovers Tourer Silver Ghost (41EM) in Ireland for a previous tour of that country with The Silver Ghost Association and ferried it to Derbyshire (its birth place) for a tour with the 20-Ghost Club/Irish Georgian Society, after which he delivered it to Northampton to be road freighted to a village south east of Munich for the Austro-Hungarian Empire Tour start, where some 28 Rolls-Royces assembled with 20 of these being Silver Ghosts.

The tour encompassed Germany, Austria, Slovakia and Hungary and visits to many of the old palaces and castles. It involved some descendants of the old Empire attending the tour (including who would be the Emperor and Empress, if the Empire was not dissolved in 1918). The tour centered around Elizabeth's (Sisi) reign and ended in Budapest.

The organisers prepared two books of the tour showing the participants at various tour locations and sets of photographs which included group and individual photographs of the participants and their cars. The books also include the history of the Habsburgs who for nearly 650 years played a key role in the history of Europe. And for over 500 of those years, with minor interruptions, they contrived to back their territorial might with the mystical Crown of the Holy Roman Empire.

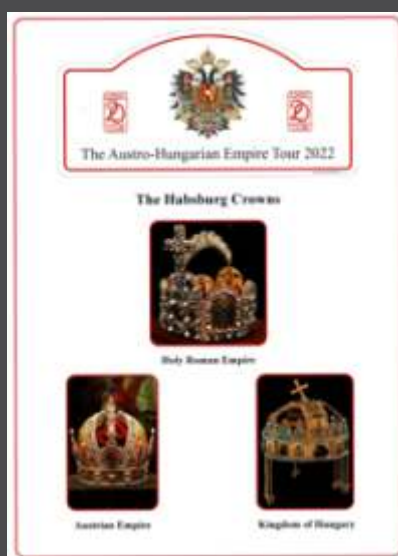
As a point of interest, Jeremy attached a billy can to the rear of 41EM (see photo), indicating that the car is Australian owned, and as a conversation starter with people asking why is it there?



by Stan Stroud

The Silver Ghost and crew at the start of the rally.

Note the billy can by the exhaust end...



Above: Not your usual rally roadbook material...

British Cars & Coffee



There was an excellent turnout of Rolls-Royce and Bentley cars at the inaugural British Cars & Coffee held at Burswood Park on a beautiful late April morning. Photos - Paul Blank



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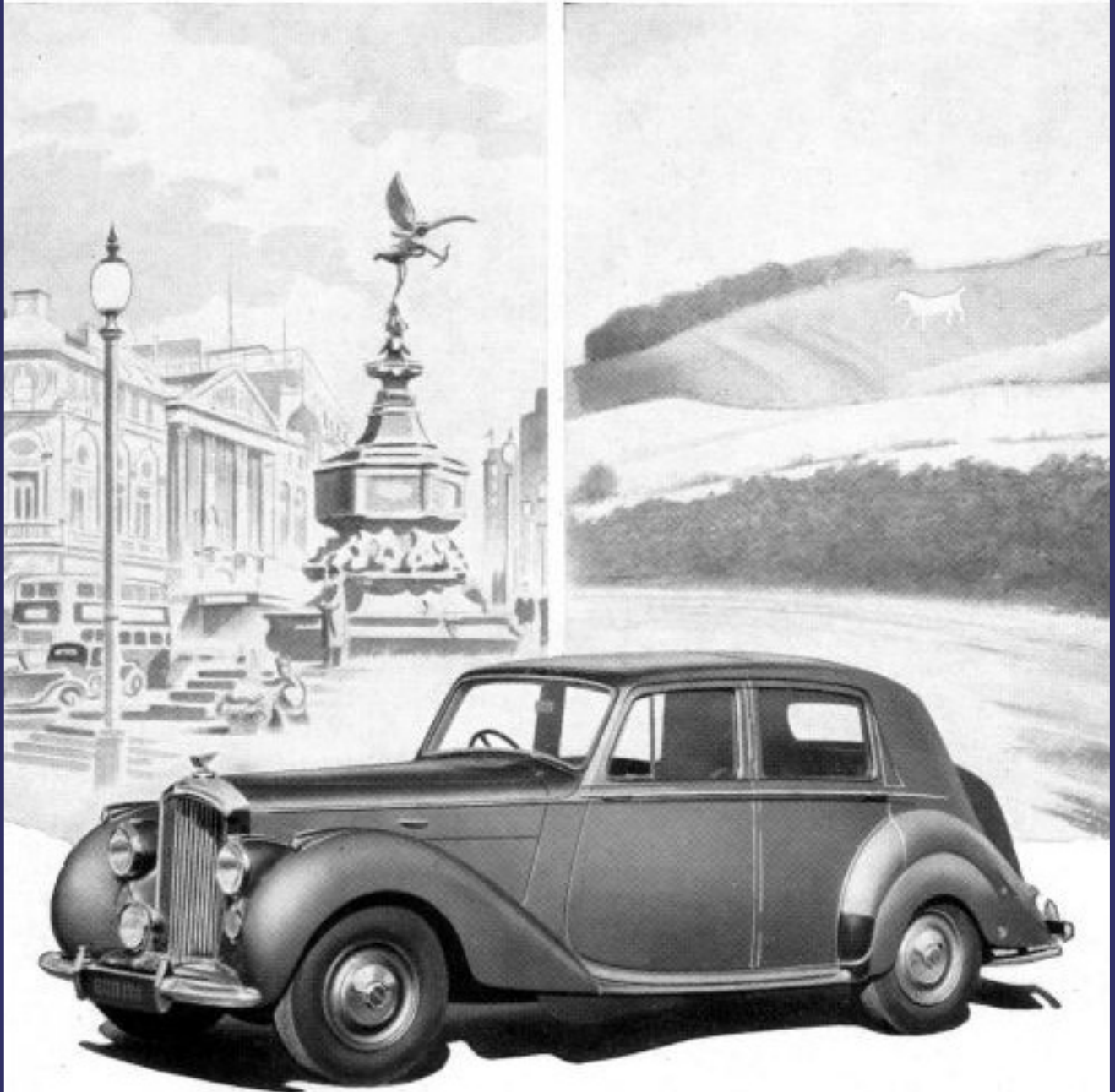
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