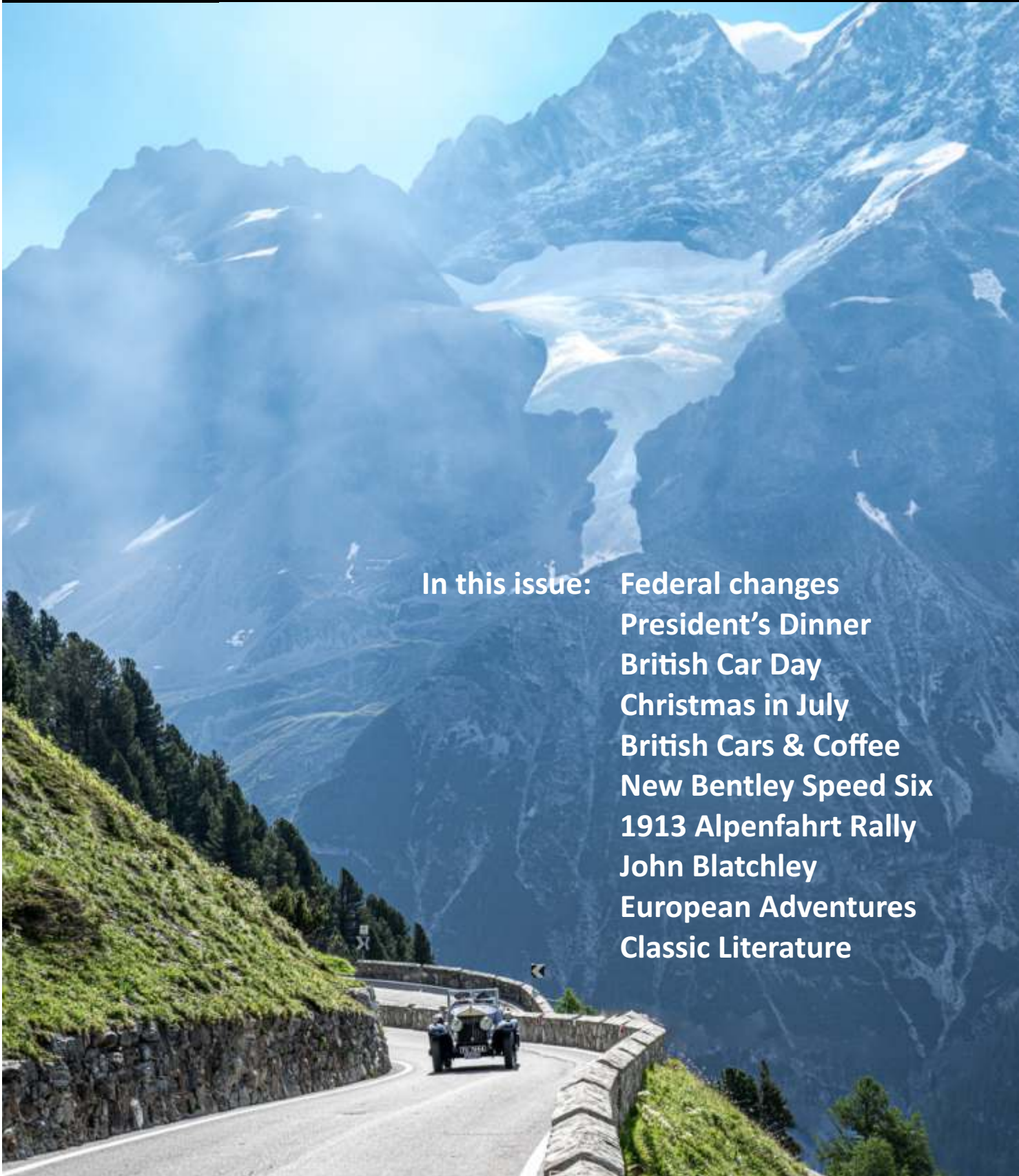




WINGED MESSENGER

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

July-Sept 2023



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Classic Literature

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

A lot has been happening on the Federal scene for all Rolls-Royce branches, with some major changes, which our President expands upon in his report.

As a result, we have greater freedoms to make independent decisions for the local club and determine our own destiny. Hopefully the incoming committee will embrace this opportunity.

As everyone understands, car clubs cannot stand still and must enable their membership to enjoy what's offered. The Committee is developing some good ideas and I look forward to seeing how these pan out.

As for the *Winged Messenger*, I'm keen to encourage input from members - not just the Committee. To some members, this publication is their only regular contact with the club, so we seek as much variety in contributions as possible. Don't hold back - please contact me about how you can contribute...

I'm very pleased that the feedback from members about the updated magazine I've been producing has been very positive, but it's not my intention to create most of the content.

My sincere thanks to those who've contributed to this issue.

- Paul Blank
Editor *Winged Messenger*

Front cover photo: *The re-enactment of the 1913 Alpenfahrt rally commemorating 110 years. Read about this Silver Ghost adventure on page 13.*



Above and left: A tremendous variety of club cars at the inaugural British Cars & Coffee event held at Burswood Park. Lovely to see Robin Briggs out in her 'Franay' Bentley. More on page 9.



Images from our Christmas in July function. An article appears page 10.



From the President

Federal Matters

Legal Structure of the RROCA and Incorporation: The background to incorporation of the RROCA to RROCA Limited is discussed in the April to June 2023 issue of the Winged Messenger, and incorporation became effective on 1 July 2023.

The RROCA was incorporated as RROCA Limited to provide legal protection of its (i) Executives (President, Secretary and Treasurer), (ii) Directors – (two from each of its Members QLD, NSW, ACT, VIC, SA and WA, previously called Branches), and (iii) its Members Representatives of RROCA, previously called Delegates, again two from each of the six Members. Our two WA Branch Directors are Stan Stroud and Alan Dickson, and our two Representatives are Stan Stroud and Mick Rust.

Effects of the Incorporation of RROCA to RROCA Limited: Under the 1992 RROCA Deed (which became defunct on 30 June 2023), the structure consisted of its six Member Branches (QLD, NSW, ACT, VIC, SA and WA) who came together in 1992 and agreed to have a Deed with the Federal Council consisting of the Executives (President, Secretary and Treasurer) and two Delegates from each Branch (QLD, NSW, ACT, VIC, SA and WA). The rules of management and operation of the RROCA were set out in the 1992 Deed, that established a Federal Council to control some matters regarding the operation of its six Branch Members including such things as (i) the definition of eligible motor cars that could be entered into a Concours at both Federal and Branch levels, and that the Federal Council would act to the benefit of its Branch Members, and thus arrange for things such as (ii) nomination of which Branch would hold the annual Federal Rally and Concours, (iii) conditions for granting Federal Life Memberships, (iv) group insurances for the Branches, (v) organization and publication of the Praeclarvm, and importantly (vi) the instigation of a national database of Branch members and their cars.

The 1992 Deed recognized the engineering achievements of Sir F Henry Royce in developing the most reliable car in the world and thus defined “eligible” motor cars as those designed and manufactured by Rolls-Royce, including the post 1931 Bentleys, again manufactured by Rolls-Royce following the 1931 acquisition of Bentley by Rolls-Royce.

However under the RROCA Limited 2023 Deed (and Constitution), each of the 1992 Branches are now redefined as separate legally incorporated Clubs (not Branches), who make their own rules on how their independent Club will operate. For example both the QLD and NSW Clubs (with VIC expected to follow) now accept pre-1931 (WO) Bentleys as “eligible” motor cars in their respective State or Territory Concours.

Your WA Delegates (Stan Stroud and Mick Rust) voted unsuccessfully against the wording in the 2023 Deed where the Branches of one Club (the RROCA) have been replaced with the creation of six separate independent Clubs across Australia, who are not bound by the rules of the old RROCA or RROCA Limited.



Branch Matters

2023 Up-coming Annual General Meeting (AGM): I encourage your attendance as we desperately need some new members on the Management Committee.

Safety Management: Safety management is undertaken for all of our outings and has had a positive effect on reducing incidents (accidents and near-misses). The Safety and Events Officer, Patrica Turner will be retiring from this position, so we are looking for help from someone to continue this task.

AGM - Some New Committee Members Required: If you wish to join the Management Committee please contact out Secretary Alan Dickson, or for the Safety and Events Coordinator positions, initially you can call Patrica Turner to find out what is involved with a follow call to our Secretary Alan Dickson.

Events: Branch organised events since our last reported event being our Concours of 2 April 2023, are as follows:

21 May 2023: British Car Day at Gingin
3 June 2023: President's Dinner at Celtic Club, West Perth
9 July 2023: Christmas in July, Chidlow Tavern

In addition many members attended the very successful 23 April 2023 British Cars and Coffee morning organised by Paul Blank. It was a fantastic display of cars.

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.

Left: Our President, centre with his wife and the Club Secretary at Christmas in July

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 JULY 30	AGM at VCCC Rooms, Hale Rd, Forrestfield
SUNDAY AUGUST 13	Run to The Cut Golf Club, Mandurah (Dawesville) See below
SUNDAY SEPT 17	Curtin FM Car Show
SUNDAY SEPT 17	Bindoon Historic Vehicle Day
WEDNESDAY OCT 4 or 18	Date TBC. Canning Dam and lunch at Araluen
SUNDAY OCTOBER 1	Como Rotary Car Show, Wesley College
NOVEMBER 12	Event to be announced
SUNDAY DECEMBER 10	Celebration of the Motor Car TBC
DECEMBER TBA	Christmas Lunch (Venue and date TBA)

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



Bentley Perth has moved

After many successful years in their Stirling Highway, Nedlands showroom and workshop, Bentley Perth has moved to new premises in Scarborough Beach Road, Osborne Park.

Claremont display

Bentley Perth has also had a 'pop-up' display at the Claremont Quarter which has proved very popular.



New Club Website

Just to keep everyone up to date, we're making good progress on the club's new website which should be ready to launch soon. We will let members know when it's ready to go.

Motor Museum of WA

The club has a display cabinet at the Motor Museum of WA at Whiteman Park, which we are in the process of updating the contents of. We'll bring you news of the revitalised result in the next Winged Messenger.

Roast Lunch at 'The Cut' Dawesville

Date: Sunday August 13

Meet: 9.45am at Coode Street Jetty (1 Coode St, South Perth)

Depart: 10.15 am

Route: Via Kwinana Freeway the journey should take approx 80 min

Arrive: 11.45am - park on left hand side of Parking Area

RSVP: Patrica Turner muztric@bigpond.com or 0407 474 097 by Friday 4 August



Above: The Phantom has been subtly updated after five years in production. The wheel style shown above is one of two new designs. There's a horizontal bar on the grille above the vertical bars. Revised interior trim includes embossed Spirit of Ecstasy design and a slightly thicker grip on the steering wheel.



PRESIDENT'S DINNER

Saturday, June 3 - Celtic Club, West Perth
Patrica Turner, Events Captain

On Saturday afternoon Committee representatives arrived at the Celtic Club to set up for the annual presentation to the winners of the Concours, held Sunday, April 2. Trophies and prizes were tastefully laid out on the prize table; a guest list of table settings was put up for display and fresh flowers were set on six tables to accommodate this year's 47 guests.

At 6.30pm as guests arrived, 'Welcome' drinks were served while we mingled, made introductions and met new Branch members. This special occasion saw ladies in evening gowns, sporting jewellery and creative hair-styles while gentlemen looked resplendent in 'black tie' featuring, in some instances, colourful and interesting variations. All had come to share the occasion when we honour the winners of the annual Concours d'Elegance.

Sadly our President Stan Stroud was an Apology due to illness, however he sent a sincere message for the MC to read to the gathering, it was very fitting and much appreciated. Fortunately Stan's wife Jan and son Ben Stroud were able to attend.

After the Grace was delivered by Linda Mack, we all tucked into the delectable entrees. Murray Turner proposed the Loyal Toast to King Charles III then Max Cuypers delivered the Toast to the Club and also a Toast to the Founders, illustrating the significance of the Rolls-Royce marque through his telling of a personal anecdote followed by some interesting facts. A two-course meal, professionally and expertly prepared and served, followed.

The highlight of the evening was the presentation of the various Perpetual Trophies, the Class Winners' Certificates prepared by Stan Stroud and prizes of bottles of wine organised by Treasurer Richard Murphy.

A list of the various winners and their cars is contained on page 9 of the April-June 2023 Winged Messenger.

It is important to mention that the Overall Concours Winner was Jeremy Greene with his 1935 3½ litre Bentley Drophead Coupe. Photos and descriptions of the other winners appear on pages 5-8 of the same April-June Winged Messenger.



President's Dinner



This year's presentations for the award-winning cars reached a new height with the various class and category winners being presented with the Spirit of Ecstasy trophies, beautifully designed and painstakingly produced by Stan Stroud's son Ben using a 3D printer. Each 'lady' was presented on a substantial American Walnut timber plinth, fashioned by Stan and with attached plaque stating its class or category. These Perpetual Trophies will surely take pride of place in the homes of the winners over the next 12 months. Unfortunately, some of the prize-winners were absent overseas or otherwise unable to attend and their trophies await their return.



The mood during the evening was upbeat and everyone enjoyed themselves. Our appreciation to Alan Dickson, who oversaw the arrangements with the Celtic Club and caterers. Tables were most congenially arranged for good conversation and the catering was excellent, featuring novel dishes to suit all tastes

The sound system was much appreciated by all as MC, Alan Dickson, kept the party light-hearted by telling several jokes we had not heard before. Thanks, Alan! You are a gem!

Thanks also go to our Trophy Master Peter Mack.

To those who attended - thank you for dressing up and presenting yourselves so smartly for the occasion, for sharing your great stories, high spirits and laughter, all of which ensured a most successful President's Dinner.



2023 Concours winning car



Jaguar XK150 DHC belonging to ex-member Barry Ryle



BRITISH CAR DAY

Gingin – Sunday 14 May 2023

Story & photos by Stan Stroud

On the Saturday before British Car Day at Gingin, we had heavy rain with thoughts that if this continued, it could spoil the day especially with the Bureau's forecast of showers for the Sunday.

Sunday morning in Perth was cloudy as we set out for Gingin with rain threatening. The further we went the bluer the sky became; fortunately we had a rain free day at Gingin and on return to Perth in the afternoon.

We arrived about 10 o'clock and were confronted with the largest crowd that we had ever seen at this event and also probably more cars. But the area allotted to us in previous years was mostly taken up by Ford, GM and other makes of cars including along the fence-line where Mick Rust used to set up a hospitality tent. Thus our vehicles were tightly squeezed together in a very small area just south of the stairs that lead downwards to the display at the Gingin Community Centre.

The space restriction fractured our show of cars as some had to park on the left hand side of the entrance track into the grounds; plus there were four cars that had to drive down the hill and park at the northern boundary of the park.

The overflow of Ford and GM cars in our normal parking "spot" fortunately did not intrude to the shaded tree area where some of us set up picnic tables and chairs that became a focal point for our members and people asking questions about our cars.

Our Club had some 15 cars present including two Phantoms that attracted immense interest. The usual model boats were there on the lake; and everyone had a wonderful day - and it did not rain.



BRITISH Cars & Coffee



With no Perth-based events catering for British cars, I had an idea. I'd created the French Car Day and the Japanese Car Day and had run the German Car Day for some years and had also been the co-creator of the super successful Classic Cars & Coffee, so I thought it would be worth trying a new idea - British Cars & Coffee...



I secured a great, central venue at Burswood Park and began a promotional campaign about a month before the April 23rd date I'd set. Wheels for Hope were engaged to be the charity beneficiary and Rotary provided a sausage sizzle. A few coffee vans were in place and about two hours before the opening time, the first car arrived... that would be a sign we were in for a successful event! Indeed it was with almost 250 cars attending this first British Cars & Coffee.



I was pleased that many of our club members attended, Bentley Perth brought along two new cars and the feedback was overwhelmingly positive. The event will be run again.



- Paul Blank



Below: Two brand new Bentleys on show



Chidlow Run for 'Christmas in July'

Article Patrica Turner
Photos Alan Dickson, Murray Turner



Chidlow Tavern - Sunday 9 July

With rain promised for the entire week prior to our event, we were blessed with a pleasant cloudy day making for excellent driving conditions.

Some fourteen 'proper' cars assembled at Stirling Square in Guildford for a quick get-together followed by a briefing about the run from member Murray Turner.

Taking in sections of the Swan Valley and some breathtaking glimpses of the foaming Avon River from above then a 'rollercoaster' drive down Lancewood Road - and one minor digression by the leading car which saw us briefly back on the Highway - we arrived at Chidlow Tavern ready to enjoy the mid-year Christmas celebration.

Corny jokes in Christmas crackers followed by shared laughter, tinsel on the tables and a roaring fire in the corner set the atmosphere for a festive lunch. In all we made a party of 34 members, briefly swollen to 36 as Murray's brother and wife arrived unexpectedly for a coffee after their picnic run to nearby Lake Leschenaultia.

Just prior to our first course, Roger Fry produced a stack of British 'Rolls Royce & Bentley Driver' magazines which 'Father Christmas' (Murray) gave out to the willing recipients who raised their hands.

A delicious pumpkin soup was then served followed by traditional Ham, Turkey and roasted vegetables with all the trimmings. Finally the chef's Plum Pudding, dripping with Brandy sauce with cream alongside was eagerly devoured by the group. Tea and Coffee were available to us at one end of the venue.

This year our group included new members Garry and Yumiko Welch and James and Voleak Bullen, who came along with son Alexander, seated in high chair and provided by the staff with toy trains at the table.

The usual good will of the membership that accompanies Club functions and willingness to embrace new members was evident on the day. And of course, the convoy of cars that arrived resplendent in the brief sunshine drew the attention of a number of locals interested in asking questions and sharing stories.

Our sincere thanks to manager Norm and the staff at the Chidlow Tavern for having accommodated our needs in such good spirit.

If you are careless enough to bend something, don't let it be the Rolls-Royce - unless the damage is between you and your insurance company. If not, you will have a problem.

My past experience with car paint was about seven years ago. My brother described the colour of my car as being 'nice - for an ice cream van'. I found the comment rather caustic, if not hurtful - but he was my brother, after all. In due course I decided to have the car repainted a rich cream colour which I liked, albeit at an eye-watering price.

Now, seven years on and 'she' had collected a few scars from car parks, shopping trolleys and life in general. Some scars were genuine and claimable under insurance. For other scars I had only myself to blame.

My first call for a quote to repair all the damage was to the man who'd so lovingly done the earlier paint job on my car. This man has since become a major rebuilder of top-class cars, who does full top to bottom re-builds - a bare chassis kind of job. His price was too much for me and as it turned out, he was booked out a couple of years in advance.

My second call was to a prestigious company, where I was politely told they only worked on 'newer cars'. Sadly, my 1976 Silver Shadow II did not fit into this category, being too old, too big and 'it would take up valuable space for too long'. The place was so neat and clean, that it appeared to me more like a medical practice than a workshop.

After being rejected by two repairers I was feeling somewhat down in the mouth. My precious old Rolls-Royce was not being shown the kind of love that I had always bestowed on her. She was by no means a wreck and had even won me the 'Show and Shine' trophy some years ago at a Concours.

On reflection I decided there appeared nothing impossible about the job if

FROM ONE WHO KNOWS...



handled correctly and respectfully, and I started visiting workshops and paint places around the suburbs. I took care to explain that the main job would be covered on Insurance and that I would pay privately for the 'self-made' (not claimable) damage. The general attitude shown by staff at several workshops left a lot to be desired. One fellow could not stop smoking the whole time while inspecting the car. Yet another was walking around my vehicle with a half-full 'stubbie' in his back pocket while his language would have embarrassed a bullock driver. Needless to say I was not impressed.

Eventually I discussed my dilemma with a neighbour, who referred me to a business in my own suburb, with whom my neighbour had had very good dealings.

This gave me renewed hope and I went straight to the smash repairer close to my home. It was a family-run business that had been operating for years. The workshop was clean and efficient. I booked the job as arranged with my insurance company and was told to expect an email confirming the booking and giving me a timeline.

Later that day I received the promised email, inviting me to drop in my car. The job took a week and was finished beyond my wildest expectations, right down to a total clean and polish. The Silver Shadow looked superb and was ready for me to drive and escort my wife that very evening to a Coronation Dinner at the Weld Club.

Some things do turn out OK!

Murray Turner

NEW SPEED SIX CONTINUATION SERIES DEBUTS AT GOODWOOD

July 2023

The first car in the Speed Six Continuation Series made its global debut at the Goodwood Festival of Speed in July.

Over 600 new components comprise 6½-litre six-cylinder race-spec engine. Initial engine tests indicate peak power of 205bhp, within 5bhp of original Le Mans spec engine of 1929 and 1930.

Every car will be handcrafted from scratch in the Mulliner workshop in Crewe, with each taking 10 months to complete.

The first new Speed Six in 93 years will make its global debut at this year's Goodwood Festival of Speed. The most successful Bentley racing car ever, the Speed Six is regarded as one of the most important Bentleys in history. The newest Speed Six - Car Zero - will be used in a development programme consisting of real-world durability and track based testing, before being retained by Bentley ahead of the build of 12 customer cars – all of which are already sold.

So much more than a replica, a continuation car is built to the same designs, using the same processes, as the original car that inspires the series. The Speed Six is the second pre-war Continuation Series by Mulliner, Bentley's bespoke and coachbuilding division, following the Blower Continuation Series which itself was the first pre-war continuation ever created.

Extensive research has been undertaken to ensure the content of the Speed Six is correct and authentic, with particular focus on the specification and setup of the original cars for the 1930 24 Hours of Le Mans. As many original drawings have been used as possible; with 80% of the originals found via the WO Bentley Memorial Foundation. The drawings have been supplemented by original mechanic's notes that detailed the changes between the 1929 and 1930 races, alongside data taken from the 1930 Speed Six in the Bentley Heritage Collection and an original 1930 Le Mans racer, known as Old Number 3.

Many of the authentic materials used on the Blower Continuation Series have also been utilised for the Speed Six, particularly on a



What's old in new again...

number of the trimmed elements. Mulliner team members revisited the archives at the National Motor Museum in Beaulieu, Hampshire in order to offer five authentic period Parsons exterior paints. Speed Six Car Zero is finished in Parsons Napier Green, with an interior in Tan leather.

Speed Six Car Zero has been built over the last ten months by an exceptionally skilled team of Mulliner artisans and specialists. As with the Blower Continuation Series, a major driver of the Speed Six programme is the development and retention of modern and traditional coachbuilding skills, and the build has seen craftspeople with decades of experience working alongside the younger generation so that skills are passed on. The finished car is a

work of art, having been built and trimmed entirely in the Mulliner workshop at Bentley's Dream Factory in Crewe.

Over the next six months customers will have chance to discuss their specifications in further detail in personal commissioning sessions. Customers will be offered a personal fitting service in the second development car, known as Speed Six Factory Works, to ensure each car is built to each individual customer's comfort needs.

The validation programme for Speed Six Car Zero is comparable to that for Blower Car Zero, and will include real world mileage accumulation and two race simulations.

All twelve cars are pre-sold.





ROLLS-ROYCE ENTHUSIASTS CONCLUDE HISTORIC ANNIVERSARY RE-ENACTMENT TOUR WITH GRAND FINALE IN SALZBURG



News from Rolls-Royce Motor Cars

The participants in the 110th anniversary re-enactment of the 1913 Alpenfahrt, comprising members of the 20-Ghost Club (the world's oldest Rolls-Royce owners' club and devoted exclusively to models built before 1940) make a triumphant return to Salzburg.

Members of the 20-Ghost Club conclude their epic re-enactment of the 1913 Alpenfahrt in Salzburg

- Event marks the 110th anniversary of the 7-day, 2,600km trial that immortalised Rolls-Royce as 'the best car in the world'
- Participants – including pre-1940 and contemporary Rolls-Royce motor cars – closely followed the original Alpenfahrt route over some of Europe's highest roads
- Inaugural 'Inspiring Greatness Trophy' presented by Rolls-Royce Motor Cars, echoing the prizes awarded to the all-conquering Rolls-Royce Works team in 1913

The participants in the 110th anniversary re-enactment of the 1913 Alpenfahrt, comprising members of the 20-Ghost Club (the world's oldest Rolls-Royce owners' club and devoted exclusively to models built before 1940) make a triumphant return to Salzburg after a 16-day, 2,600km odyssey through the Alps. Members were accompanied on part of their adventure by Bespoke examples of the marque's Ghost and Black Badge Ghost models, created at the Home of Rolls-Royce at Goodwood, which celebrates its own 20th anniversary this year.

The 2023 rally closely followed the route of the original event, taking in some of the highest roads in Europe. Among the cars taking part were Silver Ghosts, including one of the original motor cars that formed part of the original 1913 Works Team that helped seal Rolls-Royce's reputation as 'the best car in the world'.

Although today's drivers were engaged in a more leisurely tour – rather than a fiercely fought contest between powerful commercial and sporting rivals – Rolls-Royce Motor Cars added a further touch of competitive authenticity by awarding its inaugural 'Inspiring Greatness Trophy'. Judged and presented by Ken Forbes and Nick Naismith, it recognises the 20-Ghost Club member who most perfectly embodies the marque's central value, 'Inspiring Greatness'.

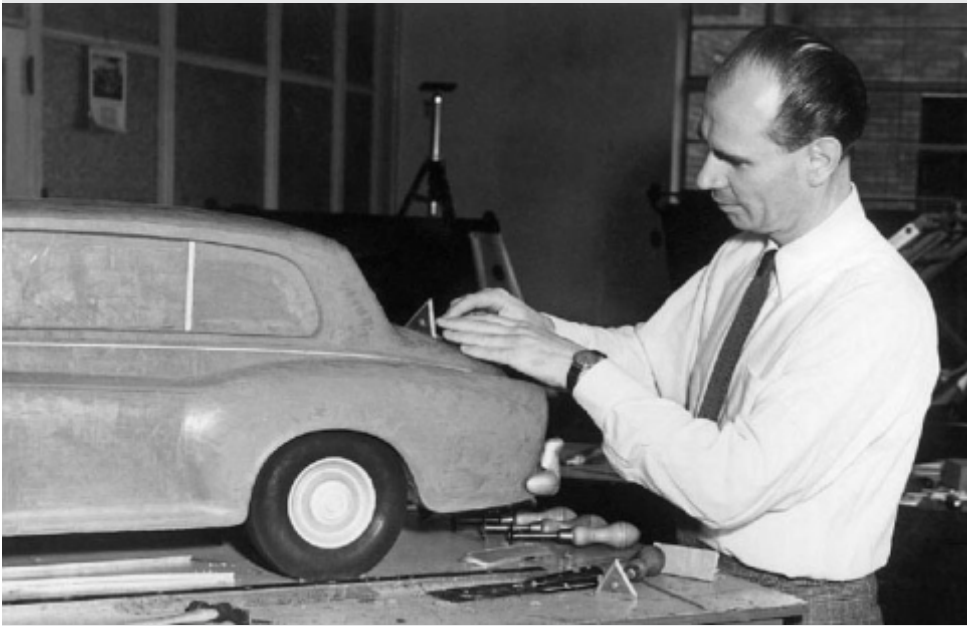
"The dominant performance by the Silver Ghosts of the Rolls-Royce Works team at the 1913 Alpenfahrt confirmed Rolls-Royce as 'the best car in the world'. This wonderful re-enactment, marking the 110th anniversary of that landmark event, is a tribute to their achievements, and to the engineering excellence of these historic Rolls-Royce motor cars. That so many examples remain not only fully operational, but able to undertake the same extraordinary endeavours they did more than a century ago is a testament to their devoted owners' meticulous care and attention. These remarkable people and their magnificent motor cars inspire greatness every time they take to the road; I've been honoured to be part of this unique adventure."

- Torsten Müller-Ötvös, Chief Executive Officer, Rolls-Royce Motor Cars



Awaiting a report from our club member Jeremy Greene who participated in this marvellous event...

The Man who Shaped Rolls-Royce



by Wallace Wyss

It's funny how it all works out. Many decades ago, a 12 year old lad in England named John Blatchley was beset by rheumatic fever and confined to bed for three years.

He began sketching. That student became a car designer when he grew up and became responsible for some of the most significant Rolls-Royces as well as some pre-war coach built classics.

He started out his education by learning the mechanics of automobiles at the Chelsea School of Engineering, followed by Regent Street Polytechnic, and then landed a job in 1935 with the leading London coach builder Gurney-Nutting. You might say Gurney-Nutting did more eccentric designs, not so polished as James Young, but still a popular coach builder. Before the war, with luxury cars, you often ordered a chassis and then went shopping for a coach builder.

Originally he was hired to make the initial drawings of customers' bespoke car bodies, But he was so good at it that within 3 years he was head designer. The designs were so individualistic, rarely were there two cars made alike. Many bespoke designs were completed in just six weeks. But by 1940, the market disappeared with the onset of war and Blatchley went to Rolls-Royce's Nottinghamshire factory, designing metal aero engine cowlings... all alike... which bored him to death.

However, a post-war Rolls-Royce car was secretly being done and he was in it neck deep, though it meant Rolls-Royce was almost giving up on outside coach builders, as this would be their "standard steel saloon."

Blatchley was appointed Rolls-Royce's first ever stylist. He saw his job as putting a little finesse into it – making each mass produced car look like a craftsman-made car though it would be made by the thousands. And he did the whole lot – interior too. That car became the 1946 Bentley MkVI which had a near twin sister, the Silver Dawn. He also almost "accidentally" came up with the Silver Cloud/S-type Bentley design. He had spent years doing this new generation, but it was shot down for being "too modern" and then, understanding what they wanted, he did a sketch in 10 minutes which was then approved.

But he really didn't like the regulations forcing him to change a "pure" design so elected early retirement at age 55. He and his wife moved out to the country and enjoyed visiting Rolls and Bentley club events. He was called by BMW in 2002 to advise on a new generation of designs but panned all the designs presented except one... and that was the Phantom they went with.

Blatchley died in 2008.

Wallace Wyss is a respected American motoring writer and artist who I met on a trip to the USA a few years back. - PB



Designing the Silver Shadow had many challenges, in packaging, manufacture and ensuring it remained in fashion for a long production cycle. "Styling this car was very much an architectural exercise... The specification demanded it be lower, narrower and shorter with more luggage space, and a bigger petrol tank. It just had to be the 'mostest'. My biggest challenge was getting all this paraphernalia, plus passengers, into a car that still looked all right." recalled Blatchley. Some prototypes cars below.





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



Above:
Advertised in The Northam
Advertiser, March 11 1925.
It's not often a Rolls-Royce
is first prize in a raffle.

Below:
An interesting artistic
interpretation featuring the
Spirit of Ecstasy.

Recent international auction results



1969 Rolls-Royce Silver Shadow DHC
€56,400 (AU\$258,000)
Osenat - Automobiles de Collection,
Fontainebleau, France
10 July 2023



1963 Rolls-Royce Silver Cloud III
CHF 55,600 (AU\$94,900)
Bonhams, The Bonmont Sale, Switzerland
18 June 2023



2000 Rolls-Royce Corniche V Convertible
CHF 71,300 (AU\$121,700)
Bonhams, The Bonmont Sale, Switzerland
18 June 2023



1963 Rolls-Royce Silver Cloud FHC
CHF 80,500 (AU\$137,400)
Bonhams, The Bonmont Sale, Switzerland
18 June 2023



European adventures

Paul Blank



As some of you will know, since 2005 I've been hosting groups from Australia on motoring tours of Europe. Of course Covid put a stop to this for a few years, but in May we were back on track at last and enjoying the many highlights Europe offers.

While my tours follow a motoring theme, they're designed to be just as interesting for partners who are not so car-oriented - and when we visit the spectacular locations we go to, it's hard to not please everybody.

These are described as self-drive guided tours. We rent luxury cars and I'm the guide. I do a lot of preparatory work and there's plenty in the itinerary, plus some flexible options and free time built in.

This trip, the tours was focussed in the South of France, Monaco and northern Italy. However, I offered an option to start in Paris and drive down to the start - and almost all of the group took up the option.

My wife Natalie and 11-year old daughter took a bit of a holiday first, in Paris - and did a quick reconnaissance trip up to Belgium and Holland for a tour set for October.

Paris always offers a lot to see - and that included the occasional Rolls-Royce and Bentley, mostly modern. Of note was a magnificent Silver Cloud Drophead we saw at Place Vendome, just as cars arrived at the finish of a rally which was specifically for 1980s cars. While most were exotic and sporty cars, one entry in the rally was a Silver Spirit, with four people on board.



Once the group was in Paris and after a couple of days of exploring, we headed south, via a night in Lyon to Nice on the Riviera. This was going to be Rolls-Royce and Bentley territory... especially when we went into Monaco. The Monaco Royal family has long had a car museum which



houses their impressive car collection. A few months before we arrived, a completely new museum building, showcasing the collection in an up-to-date manner was opened.

There's a great variety among the exhibits, and the collection includes more Rolls-Royces than any other brand.

One of note, is a 1927 Phantom 1 with coupe body by Martin & King an Australian coachbuilder. It was a surprise to see an Australian car in Monaco. This car 2HC, was delivered new in Adelaide, was possibly a Melbourne Motor Show car before a body was made by Holden, later replaced with a

body built by its owner, then in 1934 was rebodied by Martin & King. In the late 1990s the car was sold to Japan, then to Prince Rainier's collection.

Also displayed are a 20HP Tourer, and a Phantom 1 Springfield, making a trio of 1927 models, plus a Silver Ghost from 1921. Elsewhere in the museum there's a very nicely presented Silver Cloud.





Barker-bodied 1921 Silver Ghost and the American-bodied 1927 Phantom 1.

The most unusual Rolls-Royce exhibited is a Silver Shadow which has been wrapped 'artistically' to match a design theme through a 1960s section of the museum. It was interesting to hear the comments from tour participants on this car, which were mostly fairly negative.

Our group headed up into Italy, first to Turin, which has the country's most impressive automotive museum. The design and layout of this museum is very visitor-friendly, with lots of fascinating exhibits. Among the cars is a Silver Ghost, the only Rolls-Royce presently displayed (below).



Our travels took us to stays at Milan and nearby Lake Como - one of the most beautiful places on earth. We were there at the time of the Concorso d'Eleganza held at Villa d'Este. I've had the good fortune to attend that event on a couple of occasions, but it's very difficult to get an invitation, so our group went to the nearby public event, also in the grounds of a villa on the lake's edge, run by the same organizers. It featured hundreds of classics as well as an RM Sotheby's auction.

In the auction were two impressive Bentleys - a 1930 Speed Six and a 1952 R-Type Continental, neither of which achieved high enough bids to sell.

Above and below: Very nice Bentleys failed to sell at auction

At Lake Garda I stumbled upon the gaudy gold-wrapped car that appeared in the last issue of Winged Messenger.





Our tour participants attended a track day where they drove Ferraris around a circuit.

We then headed south with our destination Modena, home of the supercar, with Lamborghini, Ferrari, Maserati and Pagani all in reach, with visits to some of their museums.

This was followed by a drive to the Italian Riviera, a stay in a gorgeous beachside hotel and then back into France. En route to St Tropez we stopped in to see the Cannes Film Festival activities.

Buried in an underground carpark in Cannes I saw an interesting pair of cars which had clearly not been driven for many years. One was a Silver Shadow 1 and beside it, a Mini customised in the 1970s to have Mercedes-Benz front end and a quite unusually styled rear, plus a luxuriously fitted out interior. I first saw these cars in the same spot about 20 years ago...

Also in Cannes I saw a Phantom V which belonged to a real estate company - a nice way to be shown around exotic properties...

We finished the tour on the Monaco Grand Prix weekend - the principality heaving with recent and new Rolls-Royces and Bentleys. The Rolls-Royce showroom had a rather tastelessly decorated Ghost. There are Cullinans galore in Monaco today and I recalled attending the international launch of the model in Monaco on my last visit there.

After a dinner with the Formula 1 English language commentator, on the Friday evening before the Grand Prix we went into Monaco. Every exotic prestige and sports car was in Monaco that night, with Rolls-Royces and Bentleys aplenty.

We had a wonderful time and I'm looking forward to my more northern European tour in October.



Above: In 1973 London coachbuilder Wood & Pickett converted this Mini. The stylised rear is referred to a Landau style. The car is quite well-known, but sits on flat tyres, covered in dust along-side a dusty Silver Shadow.



Left: Phantom V spotted at Cannes



Left: This Swiss-registered Bentley Continental R parked in our hotel carpark at Lake Como.

Below: A \$3million Ferrari Enzo drives past three current model Rolls-Royces in Monaco. There were two more just out of shot!





The Rolls-Royce Silver Cloud—\$13,995

“At 60 miles an hour the loudest noise in this new Rolls-Royce comes from the electric clock”

What makes Rolls-Royce the best car in the world? “There is really no magic about it—it is merely patient attention to detail,” says an eminent Rolls-Royce engineer.

1. “At 60 miles an hour the loudest noise comes from the electric clock,” reports the Technical Editor of THE MOTOR. Three mufflers tune out sound frequencies—acoustically.
2. Every Rolls-Royce engine is run for seven hours at full throttle before installation, and each car is test-driven for hundreds of miles over varying road surfaces.
3. The Rolls-Royce is designed as an *owner-driven* car. It is eighteen inches shorter than the largest domestic cars.
4. The car has power steering, power brakes and automatic gear-shift. It is very easy to drive and to park. No chauffeur required.
5. The finished car spends a week in the final test-shop, being fine-tuned. Here it is subjected to 98 separate ordeals. For example, the engineers use a *stethoscope* to listen for axle-whine.
6. The Rolls-Royce is guaranteed for three

years. With a new network of dealers and parts-depots from Coast to Coast, service is no problem.

7. The Rolls-Royce radiator has never changed, except that when Sir Henry Royce died in 1933 the monogram RR was changed from red to black.

8. The coachwork is given five coats of primer paint, and hand rubbed between each coat, before *nine* coats of finishing paint go on.

9. By moving a switch on the steering column, you can adjust the shock-absorbers to suit road conditions.

10. A picnic table, veneered in French walnut, slides out from under the dash. Two more swing out behind the front seats.

11. You can get such optional extras as an Espresso coffee-making machine, a dictating machine, a bed, hot and cold water for washing, an electric razor or a telephone.

12. There are three separate systems of power brakes, two hydraulic and one mechanical. Damage to one system will not affect the others. The Rolls-Royce is a very *safe* car—and also a very *lively* car. It cruises serenely at eighty-five. Top speed is in excess of 100 m.p.h.

13. The Bentley is made by Rolls-Royce. Except for the radiators, they are identical motor cars, manufactured by the same engineers in the same works. People who feel diffident about driving a Rolls-Royce can buy a Bentley. **PRICE.** The Rolls-Royce illustrated in this advertisement—f.o.b. principal ports of entry—costs \$13,995.

If you would like the rewarding experience of driving a Rolls-Royce or Bentley, write or telephone to one of the dealers listed on the opposite page.

Rolls-Royce Inc., 10 Rockefeller Plaza, New York 20, N. Y., Circle 5-1144.