

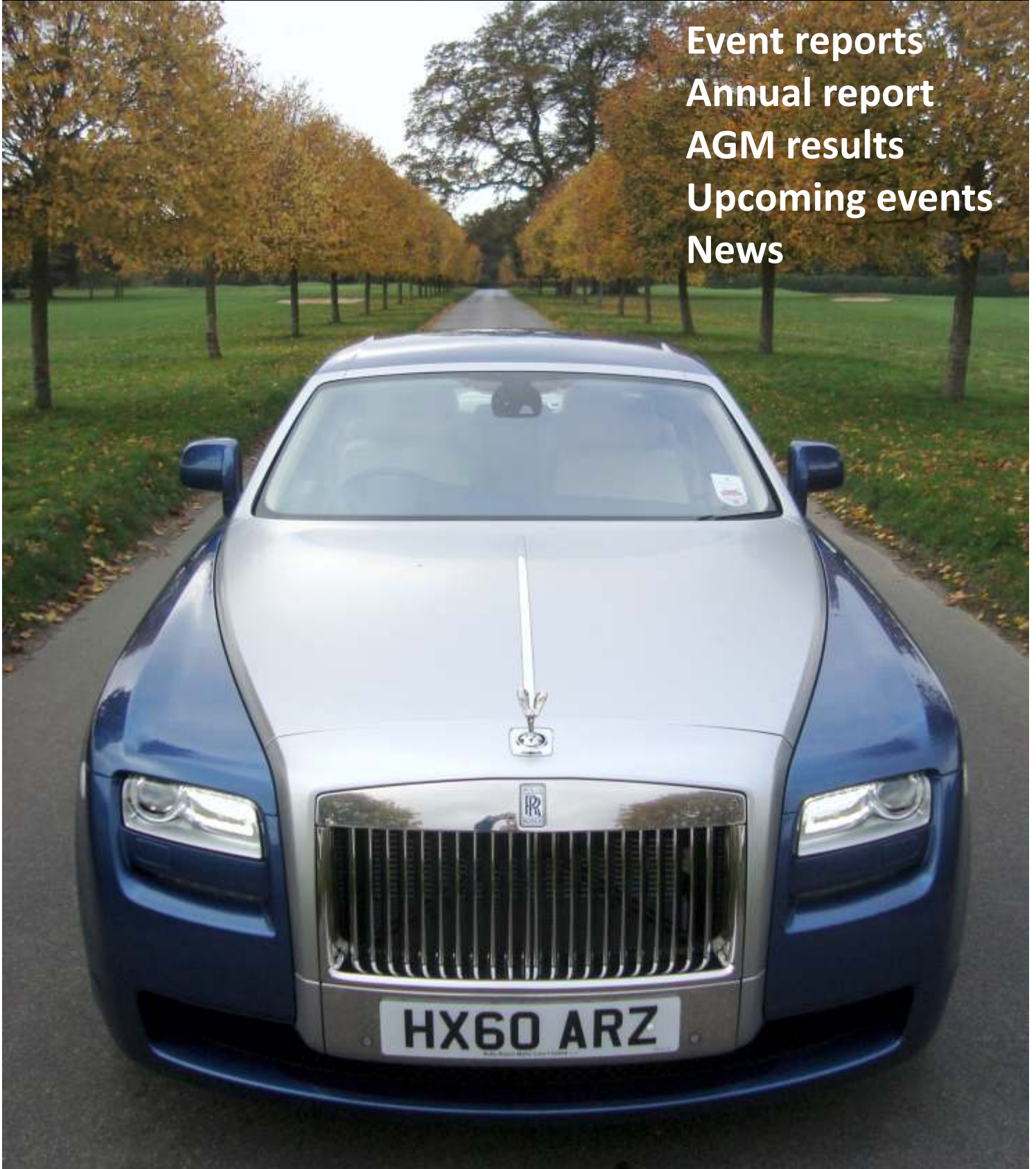


# WINGED MESSENGER

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

October-December 2022

Event reports  
Annual report  
AGM results  
Upcoming events  
News



# Committee



Above Left to right: Stan Stroud, Alan Dickson, Richard Murphy, Peter Mack, Mick Rust, Paul Blank, Patrica Turner

## Executive Committee

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Membership Application Forms are available from the website.

CORRESPONDENCE TO: Honorary Secretary, Rolls-Royce Owners' Club of Australia,  
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The views expressed in this publication are not necessarily those of the Rolls-Royce Owners' Club of Australia

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

I must thank my predecessor Terry Walker on behalf of all club members for his work in producing this magazine for the past two decades. He says it's time someone new took over, with his blessings to "make it however you see fit", and he's comfortable to see whatever changes may come, which is generous and pleasing.

To give you a little about my background... I have always been a car enthusiast, with very broad automotive interests. I've been in the car club world since I was in my late teens and am a member of ten clubs at present, and on a few of their committees. I have been a founder of a number of car clubs, acted in all kinds of committee positions.

I've been very involved with the Council of Motoring Clubs, on their committee for 40 years (now retired), in various positions including President, Chairman of the Classic Car Show and I'm currently Secretary of the Technical Committee which looks after Concessional Licensing.



*Above: My car displayed at the Celebration of the Motorcar show which I created in 1993 and still hold annually at the Cottesloe Civic Centre, the last Sunday of November each year.*

My car ownership has included a big variety of cars - and for the past 16 years my small collection has included a Perth-delivered 1970 Silver Shadow.

Fortunately for me, my working life has always been in the spheres of the automotive world, presently I run car events (car exhibitions, European tours and previously lots of motorsport) plus I work as a classic car broker and valuer and have handled several cars belonging to club members.

For many years I worked as a motoring writer, and those skills, tied in with my degree as a designer will hopefully allow me to produce a decent magazine for this club - and enjoy doing it.

For the last few years I was a proof-reader for the RROC national Praeclarum magazine too.

But if there's one thing I know from being Editor of several other club magazines over many years - it's the content provided by club members which give the publication it's real interest and strength.

So I implore you - if you have a story to tell or some photos to share, please let me know. You don't need to be a literary genius - I will happily help knock any contribution into shape... Email me at: paulb@classicrally.com.au

Your support of the club by providing material for this magazine will make a big difference.



*Above: My Silver Shadow at the start of the Bay to Birdwood rally in Adelaide, 2017, which it was shipped over for.*

**Front cover photo:** *Rolls-Royce Ghost I photographed near Goodwood, England, in 2010*

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



## Federal Matters:

**Legal Structure of the RROCA:** The Federal Council of Rolls-Royce Owners' Club of Australia (RROCA) is an unincorporated association with no formal legal structure. As a result, the Executives and the Branch Delegates of the Federal Council appear to have no legal liability protection, and secondly the lack of any legal structure could cause problems in the event of an insurance claim.

Because of these deficiencies, a Federal Sub-Committee was formed in July 2022 to make a recommendation on a preferred legal structure (e.g. a Pty Ltd Company). Secondly, the Sub-Committee has recognized that a new legal structure may require changes to the Federal Deed and if necessary, this will be actioned by the sub-committee. The aim is to have this work finished for approval at the next Federal Council AGM at the 2023 Federal Rally in South Australia.

**Federal Matter of Concern - Definition of Eligible Motor Car:** The NSW Branch at their August 2022 AGM passed a motion to admit pre-1931 WO Bentleys as eligible motor cars for entry into their Branch Concours. This action contravenes the Deed (of Agreement) that exists between the six State and Territory Branches of the RROCA, as any change to the definition of an eligible motor car is a Federal Council decision, and not a Branch matter.

The history of this is that NSW Branch have proposed twice changing the definition of an eligible motor car at previous Federal Council Meetings, and on both occasions the motions were defeated.

NSW Branch's reasoning for going against the Federal Council ruling is based on that (i) "change" is good, (ii) that some overseas Rolls-Royce Clubs admit pre-1931 WO Bentleys as "eligible" motor cars and (iii) to gain additional Branch members. From the WA Branch perspective, these reasons ignore that the RROCA is a Club based on



*WO Bentley - lovely but not eligible, local car at Le Mans*

the cars that Sir Henry Royce built and the carrying-on of the traditions that he set.

The Rules in the Deed state that eligible motor cars are the very early Rolls, the later Roll-Royces, the post-1931 Bentleys produced by Rolls-Royce (following the sale of Bentley to Rolls-Royce in 1931) and the modern-day Rolls-Royces and Bentleys built by Rolls-Royce and later by BMW and Volkswagen. All of these cars have their origin back to Sir Henry Royce and carry on his traditions of excellent engineering, mechanical reliability, quietness and luxury.

In setting up the Deed 'Rules', the pre-1931 Bentleys (built by WO Bentley prior to Rolls-Royce acquiring the Bentley company in 1931) have always been excluded as eligible motor cars in RROCA, because the pre-1931 Bentleys had no input from Sir Henry Royce: in fact at that time, Bentley was a competitor to Rolls-Royce.

The WA Branch Committee recognises that some overseas Rolls-Royce Clubs do accept WO Bentleys; however the main club in the UK, the Rolls-Royce Enthusiasts Club (RREC), does not accept the pre-1931 Bentleys into its register, as a condition necessary to enter a concours.

On this matter, the WA Branch Committee does not believe that the RROCA is a place for the pre-1931 Bentleys despite that they are fantastic motor cars with enormous historical value. Similarly, the RROCA is not a place for Citroën motor cars

despite Rolls-Royce using the Citroën hydraulic self-levelling system.

This matter is yet to be resolved.

## Branch Matters

2022 Functions and Run Calendar: Recent events include the following:-

**Gravity Centre:** A 24 July 2022 run to the Gravity Centre (at Yeal) north of Perth, turned out to be a most interesting experience as it showcased the University of WA's astrophysical science topics with demonstrations followed by lunch at the facility. A full report by Murray Turner is contained in this issue of the Winged Messenger.

**AGM 2022:** Our AGM was held at the Veteran Car Club of WA on 31 July 2022 and included the following:-

**President's Annual Report:** An abridged version of the Presidents report is contained in this issue of the Winged Messenger. In summary, our WA Branch is running well and made a small surplus (~\$3k) in the 2022FY, and there were 14 functions through the 12 month period. If anyone wants a copy of the full report, please send an email to me or our Secretary Alan Dickson.

**Safety Management System:** Of note, in early 2022, the Committee instigated a Safety Management System with the aims of reducing risk of injury to attendees at our Branch functions. A short report on this is contained in this issue of the Winged Messenger.

**Election of New Committee:** All committee members stood down at the AGM, and most were re-elected. Changes included Terry Walker standing down as the Winged Messenger editor which has been taken over by Paul Blank; Terry's role as Registrar has been taken over by Richard Murphy who continues also as Treasurer, and Patrica Turner our Events Captain was appointed additionally as our Safety Officer.

## Code 404 Concessionally Registered Cars:

**Impromptu Runs:** The Department of Transport (DoT) have issued a clarification to the definition of an Impromptu Run emphasising that it must start and finish on the same day. So a trip to Albany from Perth with an over-night stay cannot be undertaken as an Impromptu Run; instead it needs to be a Club advertised event.

**DOT Audit of Cars on Concessional License:** Members with concessionally licensed cars are reminded that:-

(i) your car must have a sign plate saying (Historic, Veteran, etc.) attached near each registration plate,

(ii) before using the car for an Impromptu Run (ie: other than for a Branch advertised event, other approved club event or road testing) you must inform our Registrar Richard Murphy by email before moving the car of the following:

- Date
- Approximate start and finish time of run
- Starting address
- Destination
- Finishing address
- Name of driver/owner of the vehicle
- Number plate of the vehicle

Note: For privacy purposes address can be a street name, not necessarily a house number.

(iii) our Branch will be audited by the Department of Transport (DOT) sometime in the latter part of 2022

where they will be checking with our Registrar (Richard Murphy) on Code 404 car movement notifications, and

(iv) that owners of cars on concessional licenses were actually financial members of an Approved Club (WA Branch of RROCA) on 1 July 2022.



## Council of Motor Clubs of WA (CMC):

Our WA Branch (of the RROCA) is one of the 104 member car clubs of the CMC. The CMC still has an unresolved taxation problem with the Taxation Department, but should be resolved soon.

A Department of Transport (DOT) review of proposed changes to Code 404 is expected to be available later this year. The changes mostly consist of clarifications of existing regulations. Our club committee member Paul Blank has been very much involved and drafted the revised Handbook.

**Safety Management:** Don't shudder when I mention "safety", but your Committee completed documentation of a Safety Management System (SMS) in early 2022; it is now operational and you may have noticed our Events Captain, Patrica Turner, giving a short safety briefing at the beginning of our last three runs. An article on the SMS appears in this issue of the Winged Messenger.

**WA Branch Constitution:** Our Branch Committee is reviewing the Constitution to see if any updates are required. This matter has not progressed.

- Stan Stroud  
President

The Committee has worked out a calendar for the next several months, with the following planned. Club event details in **bold**. Non-club-organized events have our blessing for Concessionally Licensed cars.

## October 2

Classic Cars & Coffee - UWA  
Como Rotary Car Show - Wesley College, South Perth

## October 16

**Drive to York Motor Museum and Lunch at Imperial Hotel**

## November 6

**Elizabethan Village visit and lunch**  
Classic Cars & Coffee - different venue - Wanneroo Raceway

## November 27

Celebration of the Motorcar  
Cottesloe Civic Centre

## December 4

**Christmas Lunch - details TBA**

## 2023

## February 12

**Club Drive - Hillarys to Floreat**

## March 23-27

**Federal Rally - South Australia**

## March 26

Classic Car Show - Ascot

## April 2

**RROC WA Concours**

**Plans are for a revitalised event at a new venue, including lunch on site. Details will be announced.**

## May 14

**British Car Day - Gingin**

## June 3

**President's Dinner**

## July 30

**Annual General Meeting**



Above: The Celebration of the Motorcar is held in the beautiful grounds of the Cottesloe Civic Centre. A number of Rolls-Royce and Bentley cars are invited to be displayed each year.

# President's Report from 2022 AGM



31 July 2022, VCCC Rooms

**Welcome:** The President welcomed all present at the 2022 AGM, and thanked everyone for coming as it indicated a continuing strong and happy spirit in our Branch.

**Runs and Functions:** Some 14 Branch outings were undertaken over the 2021/2022 reporting period starting with 1 August 2021 AGM and the last one on the 24 July 2022 being a visit to the Gravity Centre north of Perth. Attendance was excellent at these events, however numbers were slightly down to 40 at the 2022 President's Dinner compared to 50 at previous two dinners. We had a record 74 at the late November 2021 Christmas lunch, when \$607 was raised for Kidney Research at Curtin University, and the Diane Magrath Recognition Trophy was awarded to Val Keogh for her efforts in assisting our Branch over many years as well as having been a past Branch President and a Federal Delegate.

**Membership Numbers:** We started the year with 87 paid memberships (plus partners/spouses) and finished with 101, which includes our two life members, Roger Fry and Tom Clarke. During the year Robert Hancock and Peter Briggs died, and this week David Falconer; our deepest sympathy goes out to their families.

**Financial Management:** Income is from membership fees, and our largest expense is printing. In the 2020FY we were near break-even, and in both the 2021FY and the 2022FY we ran at small surpluses due to increased membership. The Financial report was presented by the Treasurer. At the date of the AGM, the accounts had not been audited as the auditor was in Europe. The audit will occur upon his return.

**Database of Members:** This database is being transitioned from Terry Walker to our Treasurer Richard Murphy.

**Trophy Master:** Mick Rust had been trophy master for some 14 years or so, and handed this position to Dr. Peter Mack in early 2022. The Committee records our appreciation to Mick Rust for

doing this over such a long period. Thus, Peter Mack prepared the trophies for the 2022 Concours with assistance from his wife Linda who selected the winners' prizes.

**Concessional License and the CMC:** Some members (in many car clubs) with cars on Code 404 concessional registration break the rules whereby cars are used for non-Branch advertised use without advising out Registrar (Terry Walker). This is a condition of such use as set by the Department of Transport (DOT). So during the 2021/22 year, DOT instigated a review of the Code 404 system, but asked the Council of Motoring Clubs (CMC) to suggest recommendations on how the Code rules could be updated. The report was submitted in April 2022; the CMC are now waiting for a response.



**Safety Management System:** A formal Safety Management System has been implemented by our Branch, which became mandatory in July 2022 for all Incorporated Associations through a new WorkSafe Guide. Our Safety Management System (SMS) is yet to be added to our Web Site. The purpose of the system is to identify hazards where human injury could occur at any of our Branch activities. The plan then determines ways of minimizing risks from any identified hazards. If a safety incident occurs, it is recorded and plans are put in place to reduce such risks on future Branch events.

**2022 Concours:** Some 14 cars attended for judging and a total of some 25 Rolls-Royces and Bentleys were in attendance. Trophies were presented at the President's Dinner in May 2022 by Ron Magrath (Chief Judge) and Peter Mack (Trophy Master), along with winners' certificates and memento prizes.

**Federal Matters of the RROCA:** In the past 12 months, three things of significance have occurred:- As reported at our 2021 AGM, a revised Deed of Agreement between the Branches was prepared in the 2020/21 year, but unfortunately was not approved by the 2021 Federal Council. No further progress at this point in time. A discussion paper was prepared in early 2022 on the need for the RROC of Australia to become an Incorporated body (such as a Pty Ltd Company). This is being investigated by a Federal Council sub-committee with a report on this matter to be presented no later than at the Federal Council 2023 AGM. The NSW State Branch passed a motion at their 2022 AGM to admit pre-1931 WO Bentleys as eligible cars. We note (with dismay) that this motion contravenes the agreed Deed of Agreement signed by all Branches. This matter is continuing.

**2021 Committee Members:** Members elected in 2021 were:

President & Federal Delegate:

Stan Stroud

Vice-President: Peter Mack

Secretary: Alan Dickson

Treasurer: Richard Murphy

Trophy Master & Federal Delegate:

Mick Rust

Registrar & Database Administrator:

Terry Walker

Webmaster/Winged Messenger Editor:

Terry Walker

Events Captain: Patrica Turner

Following the 2021 AGM (i) Ron Magrath stayed on as the Chief Concours Judge with Craig Morris as his assistant, although neither are Committee Members, (ii) Peter Mack (Vice President) became the Trophy Master in April 2022, following Mick Rust stepping down from that position, and (iii) Patrica Turner (Events Captain) also became our Branch Safety Officer.

The President concluded his address by thanking all the committee members for their efforts over the past 12 months.

**Stan Stroud**

*President*

*RROC - Western Australia Branch*



## GRAVITY DISCOVERY CENTRE RUN



**Run to GRAVITY DISCOVERY CENTRE**  
Sunday 24 July

*by Murray Turner with input from Daryl Rabey and Stan Stroud.*

What a truly magnificent day for a run to Gingin (more specifically to Yeal). Members drove separately, all taking the Freeway as far as we could (Hester Road), turning right towards Wanneroo Road then left and northwards. The Mitchell Freeway proved a good steady run and this route is getting better all the time. Turning onto Wanneroo Road was a pleasant relief as we were suddenly in the midst of big Eucalypts and forest, where the smell changed and where the Rolls seemed most comfortable gliding along. A little rain earlier in the day was just enough to put a sparkle on the new foliage and added to the incredible colour and freshness of the woodland.

We had left home somewhat earlier than needed for the journey, and as we approached the site a Committee member (to whom I am married) voiced her concerns about a possibly long wait before the other Club members would arrive. I assured her there were ways to fill the time.

After driving around the Gravity Discovery Centre complex once, we noticed a flash, red sports car arrive. Well, it was actually a Tesla, driven by the first of our party to arrive, ex-Club

President John Hall, his wife Shirley and two friends. Soon others started to roll up and we had 10 'proper' cars lined up in the car park and looking splendid in the sunlight.

The Tesla found a charging point around the back of the complex and soon, all 25 of us joined in the foyer to meet our host Haydn Crisp, an extremely knowledgeable PhD student from UWA who is well on the path to becoming an Astrophysicist. Displaying very good humour, Haydn managed to help us realise how little many of us know about the vast world of Gravity and Cosmology. There were some demonstration mechanisms and machines set up in the main foyer for people to interact with such as microwave and sound wave demonstration machines and lots more.



The tower at the Gravity Centre, affectionately known as the "Leaning Tower of Gingin" is 222 steps at a height of 45 metres equivalent to a 13-storey building but at a leaning angle of 15

degrees (much more than the leaning tower of Pisa). After lunch, three of our group made the stair climb to the top, two club members, Diane Burton, Daryl Rabey and visiting guest Peter Murdoch. Each carried their two water balloons, filled differently to see how weight responds to gravity. These were dropped to the bottom of the tower to see the difference in the rate of descent of the different weights; and all fell at the same rate. Apparently, it wasn't so much climbing up the tower that was difficult it was coming down! Fortunately, all returned safely with flushed faces and a sense of exhilaration.

This tower experiment was first undertaken by Galileo (1564 – 1642) where a cannon ball and a much lighter hollow metal sphere were dropped from the Tower of Pisa, and both fell at the same rate.

This experiment followed on from Galileo's earlier work where he demonstrated that the time rate of a pendulum does not vary with the mass of the pendulum weight, but only as the square root of the pendulum length. This led Galileo to deduce that a planet's rotation period around the Sun was related to the planet's distance from the Sun, as for his then proven pendulum period of oscillation.

One of the demonstrations was a circular trampoline used to explain "curved space" a term introduced by Albert Einstein who was the first to realise that all space travel is in curved lines as a result of gravity and not along straight lines.

To illustrate this, a circular trampoline had a weight in its centre that depressed the surface, and by rolling a ball across the surface it took a curved path to the external viewer. However, if you could travel inside the rolling ball, the force on your body would be the same both to the left and right in the direction of travel, and you would think you were travelling in a straight line.



Another piece of equipment (a niobium bar gravitational wave detector) was there, that had been used by UWA to detect “ripples in space” or shock waves caused by exploding supernova. The theory was the shock waves would pass through the Earth causing a “ripple” effect, and of course no information existed to prove their existence.

World-leading research on this topic was pioneered at UWA by Professor David Blair who with scientists from other overseas universities, won a Nobel Prize for detecting these “ripples”.

The detection apparatus consisted of a niobium bar (a metal similar to lead) that weighed several tons that was suspended as a pendulum. Thus when pressure “ripples” from space pass through the earth, the earth moves and would ring like a bell in response to the ripples from space. Thus the pendulum fixing point moves in response to the ripples, however the niobium weight at end of the pendulum does not move as due to inertia.

That is the simple bit, because the problem is that the expected movement of the earth would be infinitely small and of the order of only several wave lengths of light. So a series of mirrors were used to amplify the differential movement between the niobium weight and the fixing point.

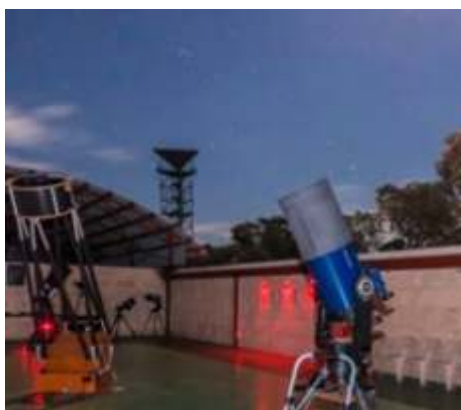
The experiment was successful and measured three such events, with the most distance one originating from a point of three billion light years away.

Similar measurement systems were installed in the Northern Hemisphere by other institutions.

As a result of proving the existence of “gravity waves”, this led to the formation of the ARC Centre of Excellence for Gravitational Wave Discovery at UWA, and those involved with this discovery were awarded a Nobel Prize in the area of advancement of physics.



*If you haven't visited the Gravity Discovery Centre, put it on your bucket list of things to do. The cost was minimal and the senior's lunch menu very good value, being served by our host and kitchen staff. As usual, the company was exceptional.*





# Other Events



## Araluen Run

Wednesday, 31 August  
by Murray Turner

A glorious day heralded the Club's visit to Araluen Botanic Park for the Tulip Festival. It promised to be a beautiful experience until we came upon the 'crocodile' of cars waiting to gain entry into the Park. But in the luxury of sitting in their Rolls-Royce and Bentley cars, members simply wound down the windows, breathed in the fresh mountain air and smelled the Eucalypts. The queue moved at a reasonable pace.

In their wisdom, the Araluen Management decided the Park is for people, rather than cars. However they reserved the best position in the Entry Car Park, close to the Gate House, for the display of our 'proper cars', which drew the usual procession of admirers accompanied by appropriate 'Ooohs', 'Aaahs' and 'Look at that!'. Some twelve 'proper cars' were showcased.

As we walked past the reflective 'Old Swimming Pool' and over the bridge, a vista of Tulips coming into bloom greeted us. The scene was truly magnificent.

This year, to save some of us a steep walk to the top of the Park, the Club had booked the Araluen scenic train for a 30-minute ride. All 25 members who attended piled onto the little train (maximum capacity of 30) amid much camera flashing exuberance and horn-tooting by the train driver. The excursion covered the area past the Tulips on the Concourse, up past the Upper Rose Garden via Chalet Healy, the Grove of the Unforgotten and back through the Margaret Simons Pergola until we arrived back at the station by the Pool.

After this, the larger part of our group made their way back to Chalet Healy for lunch, while those who had brought picnics located suitable picnic spots in the gardens, surrounded by greenery and the sounds of birdsong.

Some groups took time after lunch to explore further afield the Camellia and Azalea Grove. These stunning gardens are all maintained by a volunteer group called the Wednesday Wonders, who have a long tradition in the Park.

It was about 2.30pm when members returned to their cars while sharing experiences of the day. We are so fortunate to have a place like Araluen Botanic Park in the Perth Hills that is available to all to enjoy some peaceful time and reflection.



We've seen a decent turnout of Rolls-Royces and Bentleys at the recent **Classic Cars & Coffee** events at the University of WA. It's an easy-going 2-hour event held monthly. Owner of one of these cars isn't a club member, but expressed good interest in joining. The Silver Spur had been used for Her Majesty Queen Elizabeth in the northwest on a tour in WA in 2011.

# Classic Brochure



THE ROLLS-ROYCE "SILVER WRAITH" SEDANCA-DE-VILLE



COACHWORK BY H. J. MULLINER & CO. LIMITED



1950 Rolls-Royce Silver Wraith sales brochure



## BENTLEY MOTORS ANNOUNCES GLOBAL AGENCY OVERHAUL TO SUPPORT ITS TRANSITION TO BECOME A LEADER IN LUXURY LIFESTYLE WITH A FULLY ELECTRIC PRODUCT PORTFOLIO

Bentley Motors has announced plans to transform its agency partners across the marketing mix, which will help the brand evolve and transform its entire marketing communications strategy as it prepares for full electrification across its product range by 2030 and diversifies its offering to be one of the world's leading luxury lifestyle brands.

Bentley Motors announced its *Beyond100* strategy in 2020 – a reinvention of every aspect of its business, to become an end-to-end carbon neutral organisation. The appointment of a new lead agency partner for creative and strategic marketing communications is the latest stage of this innovative programme.

Steven de Ploey, Director of Strategy, Product and Marketing said: “This announcement marks an exciting new phase in our *Beyond100* strategy, which will transform every aspect of the Bentley Motors business as we enter our second century as a global luxury brand.

“Our approach to marketing is central to our transformation; and we are delighted to have new partners on board to galvanise our progress. Our plans go far beyond our products, to innovative brand extensions and exciting partnerships. It will also see us put people front and centre in our communications to engage

new audiences as we move towards becoming a sustainable, wholly ethical role model for modern luxury.”

As Bentley's lead creative and strategic agency partner, iX, a new offering within IPG, will be responsible for delivering strategic communications planning, creative development – including brand campaigns and product launches – as well as asset production, brand storytelling, social and digital marketing activation.

Headquartered in London, iX is a purpose-built agency to service Bentley, and will draw on a range of resources from across IPG's portfolio.

Christoph Hohmann, Head of Brand Communications said: “Their open architecture approach, wide range of best-in-class disciplines and geographical spread creates a compelling offer; and meets our modern, multi-faceted marketing requirements to continue evolving one of the world's most famous luxury brands beyond cars to encompass areas as diverse as sustainable architecture (for example Bentley Residences Miami), home furnishings, speciality travel and audio.”

Working together with global media partner PHD, the appointment of Bentley's new lead strategy and creative agency follows fast on the heels of the onboarding of Set Creative, the new experiential partner who will drive the development of Bentley's global strategy for luxury brand experiences.

Finally, SIMON+SIMON, a global PR agency specialising in luxury lifestyle communications, will be working with Bentley's Communications team to deliver strategic and creative relationships with non-automotive media, influencers and affluent communities. Their solid expertise in the luxury sector will support Bentley's increased emphasis on reaching new audiences.



“The agency teams have all demonstrated a deep understanding of the automotive industry as well as luxury brand and customer behaviour – not to mention impressive experience in delivering innovative and creative marketing programmes. We're really looking forward to working with them during this hugely exciting time in our brand's development and believe they are the right partners to support our bold new direction”, concluded de Ploey.





Over the past months, the marque's test and development engineers

have shifted their focus from the extreme conditions of Arjeplog, Sweden, to more formal scrutiny in a location that reflects the Spectre's everyday use: the French Riviera.

Whilst Rolls-Royce has built a reputation for creating the pinnacle of super-luxury motor cars using internal combustion engines, the concept of electrification is long familiar to the brand. Henry Royce began his working life as an electrical engineer and dedicated much of his career to creating internal combustion engines that simulated the characteristics of an electric car – silent running, instant torque and the sensation of one endless gear.

## ALL-ELECTRIC ROLLS-ROYCE SPECTRE UNDERGOING SECOND TESTING PHASE ON THE FRENCH RIVIERA

Rolls-Royce Chief Executive Officer, Torsten Müller-Ötvös, responded to this with a clear promise: Rolls-Royce will go electric, starting this decade, and by 2030 Rolls-Royce will be a fully electric motor car brand.

In September 2021, Rolls-Royce confirmed that it had commenced testing of the first all-electric Rolls-Royce, Spectre. To ensure Spectre is first and foremost a Rolls-Royce, it will undergo the most demanding testing programme ever conceived by the marque, spanning 2.5 million kilometres, simulating on average more than 400 years of use for a Rolls-Royce.

To unlock the potential of this technology, Rolls-Royce software engineers

developed a decentralised intelligence for Spectre. This is based on data being processed closer to its source rather than being handled in its entirety by a central processing unit.

By sending more sophisticated data packets – that not only describe a variable but propose a response – the motor car's reaction time is significantly faster and more detailed. This advanced technology sees much of the development of Spectre pivot from the workshop into the digital space.

Yet developing Spectre is not an exercise in computer science alone.



*Right: The disguised Spectre prototype undergoing road testing in the French Riviera - where many will doubtless be sold...*

Yet the connection with the marque's founders is far deeper. When Charles Rolls drove a 1900 electric car named the Columbia, he made a prophecy: "The electric car is perfectly noiseless and clean. There is no smell or vibration. They should become very useful when fixed charging stations can be arranged." Spectre is the fulfilment of this prophecy.

Spectre also represents a promise kept. In 2011, Rolls-Royce showcased a fully electric Experimental Phantom concept named 102EX. This was followed by 103EX, a dramatic design study that anticipated a bold electric future for the marque. These experimental cars prompted significant interest from Rolls-Royce clients, who felt that the characteristics of an electric powertrain would fit perfectly with the brand.

Spectre is unlike any Rolls-Royce before it. This is not only because of its fully electric powertrain, but also its unprecedented computing power and application of advanced data-processing technologies. Spectre is the most connected Rolls-Royce ever and each of its components are more intelligent than in any previous Rolls-Royce. It features 141,200 sender-receiver relations and has more than 1,000 functions and more than 25,000 sub functions. This is around three times more sender-receiver signals than a typical Rolls-Royce.

The dramatically increased intelligence of Spectre's electronic and electric powertrain architecture enables a free and direct exchange of detailed information between these functions with minimal centralised processing.

The motor car requires a response to hundreds of thousands of possible scenarios, therefore it needs the most skilled specialists to finesse an appropriate mechanical reaction. Over the course of the testing program, the engineers are painstakingly creating a dedicated control for each of Spectre's 25,000-plus functions, including variations of response depending on factors including weather, driver behaviour, vehicle status and road conditions.

In harnessing this new processing power, the engineers are creating unparalleled levels of detail, refinement and effortlessness whilst ensuring continuity in the experience of Rolls-Royce's petrol engine motor cars. They describe the result as "Rolls-Royce in high definition".



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.

We carry a vast range of spares on the premises and are happy to discuss servicing, repairs and restoration for all models.

Having been established here in WA for more than 30 years we are confident we can meet all of your requirements. Please call to discuss how we may assist.

Bev and Neil McLean  
NEIL McLEAN MAIME, Minst RE

**Neil McLean Automotives** ABN 84574547421

15 Elliott Street, Midvale, 6056

License MRB 7209

Tel: (08) 9250 1400

Email: [nma@iinet.net.au](mailto:nma@iinet.net.au)

## FOR SALE: Two fine Rolls-Royce Silver Shadows



**1979 Silver Shadow 2.** Bargain buying, this car has an extensive service and maintenance history and is a joy to drive. Everything works as it should. **\$27,000.** Please request an email with full details and photos on either.

**1974 Silver Shadow.** Delivered new in Perth, this car underwent a major restoration to the highest standards in the 2000s. It is a truly exceptional example unlikely to be equalled by any in Western Australia. **\$49,950.** XHX444

**Paul Blank Classic Car Broker**

**0407 097 911** [paulb@classicrally.com.au](mailto:paulb@classicrally.com.au)

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# Vale - Peter Briggs

by Paul Blank



The last issue of Winged Messenger carried a notice of the passing of Peter Briggs, car collector extraordinaire and enthusiastic owner of several examples of the marques this club caters for.

At the time of his passing, Peter was the Chairman of the WA Bentley Drivers Club.

While Peter Briggs was a great achiever in the business world and in competitive sailing, his greatest passion was in the world of motoring.

From his early days of driving, this included circuit racing which ultimately took Peter to win the WA Touring Car Championship in 1970. Later his racing would be more aligned to historic events.

From the late 1960s Peter's interest in classic cars grew, as did his small collection. In the late 1970s this passion for classic cars burgeoned and with friend James Harwood, the York Motor Museum was created. At this time Peter was at the height of his business career which allowed him to buy some of the greatest cars in the world – the likes of which had never before been seen in Australia.

Cars were bought from around the globe, many of them examples of the finest road and racing cars of all eras. Peter understood the importance of such a collection showing the breadth of diversity



*Above: The Briggs' 1936 'Franay' Bentley (B126JD) bodied by Roger Fry*

in ages, styles and marques, where most other Australian collections had more limited focus. With over 150 cars at one point, no collection in Australia had ever been as diverse—or impressive.

Peter also ran two different car museums in Fremantle, the initial one during the America's Cup period in the old Rolly Tasker building, the second more recently in the B Shed at Victoria Quay - both well-admired by visitors.

The York Motor Museum was sold in 2017 and Peter had been reducing his collection for some years before that.

Far from being a static collection, Peter and the love of his life Robin participated in events in their cars.

This included Pebble Beach and Amelia Island (USA), in the inaugural Monaco Historics, The London to Brighton and Goodwood (UK), Villa d'Este and the Mille Miglia (both in Italy), often returning with

awards, but just as importantly, with great stories to share.

There were some cars which were kept overseas for use in events and the Briggs' were able to mix with automotive royalty, which excited Peter.

Locally Peter's involvement was very strong too, participating in historic motorsport and exhibiting his cars around Australia whenever possible. He had been active in many car clubs in Western Australia since the 1960s and was long-time Patron of the Vintage Sports Car Club, a club which he helped found. Peter was also a founder of the MG and Bentley clubs - and at times was an active member of this club.

Peter always supported my various motoring events – and since 2012 the Celebration of the Motorcar exhibition has awarded the Peter & Robin Briggs Award, in recognition of their immense contribution to the classic car movement over so many decades.

The Briggs car collection remained considerable to the end, and Peter took tremendous pleasure from using his vintage and classic cars. Peter revelled in telling the stories relating to any of his cars or his motoring exploits and there was always an eager audience. He will be terribly missed in the automotive scene as one of the greatest larger-than-life enthusiasts we've known.



*Above: For many years the Briggs collection included this magnificent 1914 Silver Ghost, which was remarkable for its originality.*

# Vale - David Falconer



Long time clubmember David Falconer passed away recently. A grain-growing farmer at "Barokee", east of Coorow in the north, inland from Eneabba, David had three Rolls-Royces.

Oldest of these was a 1915 Silver Ghost (17CB). This car was delivered new in Melbourne and in December 1923 was purchased by Robert Falconer of Western Australia. The car worked hard covering thousands of miles in the north-west as a workhorse. During the Second World War the car was converted to run on charcoal gas. The car remained a valuable worker until 1950.

The Silver Ghost was passed down to Falconer's son (also Robert), then to David. 99 years - so far - is remarkably long time for one family to own a car!

There was also a 1923 Silver Ghost (54EM), which had been updated in about 1933 with an Australian Martin & King body.

The Falconers bought this car in 1945 and used it until 1959, retaining it until the present day.

I recall seeing the car in Perth displayed at a Rolls-Royce Owners Club Federal Rally in 1979.

And the newest of his cars was a 1924 model (39LM), now in chassis form only.

This car had originally been sold in Melbourne, and by 1941 was in Western Australia owned by an orchardist.

It had been converted to a truck after a fire in the early 1950s and bought by Robert Falconer and his brother Jim for 90 pounds in 1955. It also worked hard in the farming district and was last used in 1963.

by Paul Blank

*Right: 17CB in Claremont in 1924.  
Photo: David Falconer/Rolls-Royce  
and Bentley in the Sunburnt Country*



*Above: 54EM photographed as it attended the 1979 Federal Rally held in Perth. Photo: Praeclarum 79-5 October 1979.*



# Safety Management System

## Safety Management System

adopted by WA Branch

Stan Stroud

So why does our WA Branch need a Safety Management System? The answer is short, as the aim of the system is to reduce the risk of human injury in all activities undertaken by our WA Branch.

From a legal aspect our Branch has no employees, so we are not bound to comply with the WA Occupational Safety and Health Laws. However, if we have someone injured at one of our functions, then under the aspect of "Duty of Care" of the (WA) Civil Liability Act 2002, an Association may be sued if we have been negligent in taking no steps to reduce risk of injury.

And, if we cannot demonstrate that we have taken safety measures to reduce risk, such as by having an active safety management system, it puts us in a weak position if we are subjected to legal action or attempting to claim on insurance policies.



As a consequence, the WA Associations Incorporations Guide recommends that Incorporated Associations (such as our Branch) comply with the WA Occupational Safety and Health Law, by taking steps to reduce and manage risks. This has led to your Committee implementing a Safety Management System which has the single aim of reducing exposure to risks likely to cause human injury.

In the six months that the system has been operational in 2022, it has highlighted that safety incidents on Branch outings come mainly from tripping on stairs or on flat ground.

Details of the Safety Management System, prepared by our Branch Committee, are contained in three documents (SMS-1, SMS-2 and SMS-3), which can be emailed to those interested by contacting Stan Stroud (President), Alan Dickson (Secretary) or Patrica Turner (Safety Officer).

# Auctions



A look at recent auction results from around the world.

At the top end of the market, sales and prices remain strong, but at the more affordable end, prices have been dropping - affecting all brands of motorcars.

Shannons most recent auction, held in Melbourne, Sydney and Brisbane simultaneously (online) saw a clearance rate of Reserved cars of just under 50% - their most disappointing, possibly ever. A sign of a difficult market.



Left: From a pre-sale estimate of \$20,000-30,000, this car achieved a very strong result in an auction in which many cars struggled. It was described as a project "that has had just four owners from new and is now ripe for restoration."

Right: This smart Park Ward bodied car sold well, almost reaching its high estimate which was \$160,000-200,000.



LOT 160  
1934 Rolls Royce 20-25 Saloon (Project)  
SOLD \$60,000



LOT 162  
1923 Rolls-Royce 40/50 Silver Ghost 'Park Ward' Saloon  
SOLD \$191,000



LOT 123  
1993 Bentley Turbo R Saloon  
SOLD \$34,000



LOT 125  
1996 Bentley Turbo R Saloon  
PASSED IN



LOT 157  
1950 Bentley Mark VI Saloon  
PASSED IN

The estimate on this Turbo R, offered without Reserve, was \$60-70,000. No doubt a disappointed seller...

This Turbo R had an estimate advertised at \$60-80,000. Perhaps only one buyer for a Turbo R during the auction.

Shannons set a pre-auction estimate of \$30-40,000, which seemed quite reasonable but didn't entice a buyer.



LOT 163  
1957 Bentley S1 Continental Coupe  
PASSED IN



LOT 164  
1925 Bentley 3 Litre 'Speed Model' Red Label Tourer  
PASSED IN

Not much joy with Bentleys in this auction. Beautiful S1 Continental was promoted as "originally purchased by a Greek ship owner associated with the Onassis family and has a well-known history since." Estimate \$280-330,000.

This car was described as "a fabulous 1925 Bentley 3 Litre 'Speed Model' Red Label Tourer, that would be the pride of many collectors' garages." It was estimated at \$330-380,000 before the sale, but didn't reach its reserve.

## Coming up

This 1972 Corniche Drophead and 1985 Silver Spirit below will go under the hammer in Shannons November 2022 auction.





Here are some of the stand-out results from the Monterey auctions held with Pebble Beach in the USA in August, highlight auctions every year.

> **1931 Rolls-Royce Phantom II Henley Roadster**  
Coachwork by Brewster  
RM Sotheby's Auction  
Sold: US\$1,297,500



> **1933 Rolls-Royce Phantom II Continental Tourer**  
Coachwork by Barker  
Gooding & Company  
Sold US\$456,000



> **1934 Rolls-Royce Phantom II Continental Streamlined Saloon**  
Coachwork by Park Ward  
Gooding & Company  
Sold: US\$885,000



> **1926 Rolls-Royce Silver Ghost Piccadilly Roadster**  
Coachwork by Rolls-Royce Custom Coach Work  
Bonhams  
Sold: US\$1,325,000



< **1958 Rolls-Royce Silver Cloud 1 Drophead Coupe**  
Coachwork by H.J. Mulliner  
Gooding & Company  
Sold: US\$489,000



< **1914 Rolls-Royce Silver Ghost Tourer**  
Coachwork in the style of Barker  
Gooding & Company  
Sold: US\$1,160,000



< **1912 Rolls-Royce Silver Ghost 40/50 Roi des Belges**  
Coachwork in the style of Barker  
Delivered new in Australia  
RM Sotheby's Auction  
Sold: US\$522,000





< 1957 Bentley Continental S1 Fastback Sports Saloon  
Coachwork by H.J. Mulliner

Broad Arrow Auctions

Sold: US\$1,215,000



> 1958 Bentley S1 Continental Drophead Coupe  
Coachwork by Park Ward

RM Sotheby's Auction

Sold: US\$1,875,000



< 1954 Rolls-Royce Silver Wraith 4-door All-Weather Tourer  
Coachwork by Freestone & Webb

RM Sotheby's Auction

Sold: US\$335,000



> 1966 Rolls-Royce Phantom V Sedan de Ville  
Coachwork by James Young

Broad Arrow Auctions

Sold: US\$445,000



**Sirmione** on Lake Garda in Northern Italy is a spot I visit most years. It's a beautiful location on a peninsula which juts out from the southern end of the lake. There are ancient Roman ruins, and an operational Medieval village which is absolutely gorgeous...

Some very valuable real estate has old lakes-edge mansions. It's a destination for tourists and has many expensive hotels and charming restaurants.

A local real estate agent has had this Silver Cloud wrapped in gold foil as an attention-grabbing device for their

business - at which it absolutely succeeds. Is it tasteful? Well... no.

- Paul Blank

Photos courtesy Rolls-Royce & Bentley car topics.

# Items of Interest



*Above:* News services in Australia reported a drug bust at the end of August, where one of the methods of importation had been with drugs hidden behind the headlights of a 1960 Bentley S2 and in other areas of the car. 131kg of the meth and 30kg of cocaine were concealed in the car imported to Sydney. More was concealed in a shipment of marble. In all some \$1.6 billion worth of drugs were seized. Thanks to Terry Walker for the image above.



*Left & right:* Two Rolls-Royce Cullinans, one of which was customised, were lost in a Florida **flood** which completely filled an underground private carpark. Several Ferraris and other supercars were also destroyed, when the water rose to ceiling level.

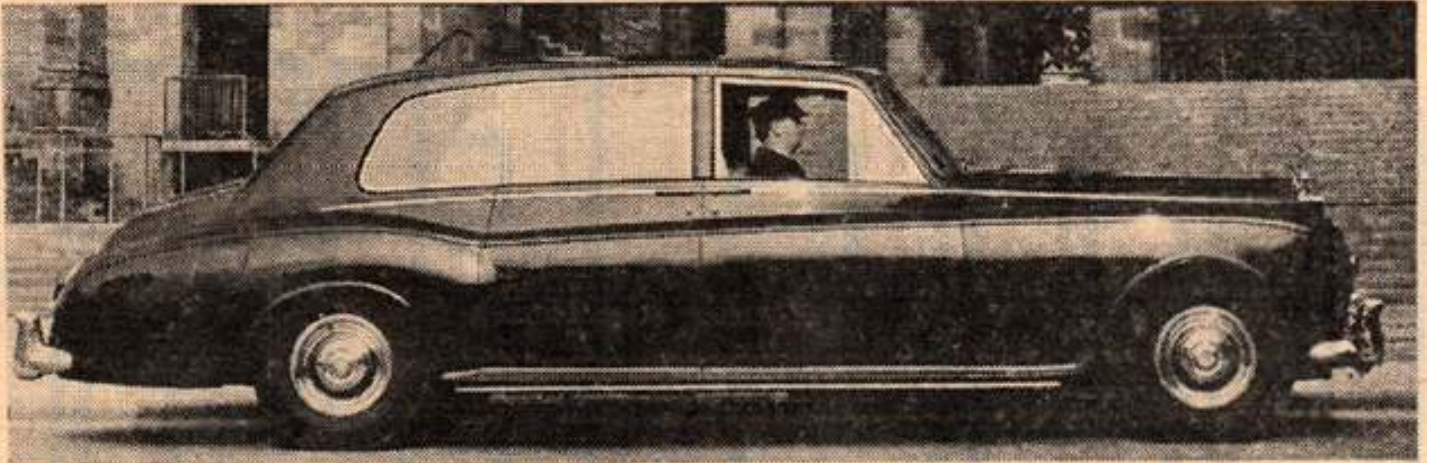


395 Rolls-Royce

*LEGO* made a Rolls-Royce Silver Ghost kit which captured the shape of the car well, considering the limitations the plastic blocks have. Launched in 1967, kits can be found with some online searching and have a value in the region of \$50-100.



# WA Governor to have big Rolls



This is the exclusive special-order Rolls Royce Phantom VI being built for WA vice-regal use.

One of the world's most exclusive cars, a Rolls-Royce Phantom VI limousine, has been ordered for the WA Governor, Air Commadore Edwards.

An order for the car was placed this week by the WA Government. Delivery is expected late in 1975.

The Rolls was ordered "in accordance with arrangements made at the time of the Governor's appointment," a government spokesman said.

The cost will be \$33,000 even though the Rolls will be imported duty-free and tax-free.

The Rolls Royce Phantom model is built purely for state and regal purposes and is not sold to private buyers.

It has a longer wheelbase than the Silver Shadow models sold to the public.

The driver's area is sealed off from the rear cabin by an electric window and there are two "dickie" seats in the

rear that fold away when not needed.

It comes with built-in cocktail cabinet, flag staffs, separate air-conditioning systems for front and rear compartments, interior press button safety catches for door locks and rear seat arm rests equipped with full controls, radio, lighter, lady's compact, notebook, lights and a radio.

The Phantom has a 12ft wheelbase and is powered by a Rolls Royce 6,230cc V8 engine with twin SU carburetors.

A spokesman for the WA distributors, Winterbottoms, said that the coachwork for the Phantom was largely hand-built to a customer's specific requirements. At times, these included installation of TV sets, telephone equipment etc.

The Queen had a fleet of earlier Phantom models.

There were Phantoms in NSW and Victoria for use by state governors and the Governor-General.

This would be the first time a vice regal Phantom limousine had been brought new into Western Australia.

● Footnote: The pres-

ent vice regal limousine, an Austin Princess, powered by a Rolls Royce engine, will be used till the Phantom arrives then be sold. It was bought in 1963.



As the world mourns the loss of Her Majesty Queen Elizabeth II, our Club President has suggested we make mention of this solemn event in these pages. Of course she was a frequent user of both Rolls-Royce and Bentley cars and the Royal household maintains a fleet including examples of both marques spanning several decades.



Main image; From the Sunday Times, April 14 1974 announcing a new Phantom VI ordered for the Governor. It is thought the late Queen Elizabeth travelled in this car. Above: The car as displayed at the Motor Museum of WA in Whiteman Park.