

FOR ROLLS-ROYCE AND BENTLEY ENTHUSIASTS

PRÆCLARVM

The National Journal of the Rolls-Royce Owners' Club of Australia

No. 4-22 August 2022



WRAPPED? RAPT!

**HOW TO ACHIEVE THE PERFECT COLOUR SCHEME WITHOUT A RE-SPRAY
(OR ANY LOSS OF ORIGINALITY)**

- Ford's elusive Silver Ghost: More on chassis 1972
- The Queen's electric car and Rolls-Royce's connection to it
- Driving Derby's original test route, 99 years later



Rolls-Royce Owners' Club of Australia - SA Branch

65th Federal Rally

22nd - 27th MARCH 2023

2023 Federal Concour

to be held at the

**NATIONAL MOTOR MUSEUM
BIRDWOOD**

Entry to the National Motor Museum on
Saturday 25th March 2023,
is included in your entry package to the
Federal Rally, Hahndorf 2023,
and also includes: Morning Tea and Gourmet Luncheon

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Quidvis recte factvm quamvis hvmile præclarvm
Whatever is rightly done, however humble, is noble.

HENRY ROYCE, 1924



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FRONT COVER

The gorgeous lines of a Bentley Continental come to life in the right light, but only the best colours really bring them out. Our cover car was (and indeed still is) grey and somewhat nondescript for it, but the application of a Midnight Green wrap transformed it into something eminently more eye-catching. Read more on page 8272. Image by Ralph Plarre.

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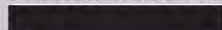
CHANGE OF ADDRESS

Members should notify their Branch Secretary (see next page), not the editor, in the first instance to advise change of address or non-receipt of an issue.

CLUB WEBSITE

rroca.org.au

BACK ISSUES OF PRAECLARUM



150th anniversary of a different overlander

COVID, incorporation, cooling and communications

Two of our neighbours went on an extended trip to Perth, Broome and on to Darwin. Their return to Sydney was via the Darwin to Adelaide Ghan train and then a flight home. When they arrived home they felt a little un-well and took a COVID test each. Yes, they were both struck down by this insidious problem.

So, what is the point of all this? Both had had their four COVID jabs, which is about as good as you can get, offering more protection than most of the rest of the population currently has. Sadly, this means COVID is still with us, despite the best efforts of our health professionals and others.

We must remain vigilant to keep this monster at bay.

INCORPORATION

Early July we formed our Federal Subcommittee to examine the case for incorporation of our Federal body, to bring it in line with our six Branches. The group will report to Federal Council in time for this issue to be discussed at the March Federal AGM in Hahndorf.

Our group is made up of the following members:

- Steven Berveling (NSW) – Chairman
- Brian Williams (VIC) – Secretary
- Ian Oliver (ACT)
- Brian Carson (QLD)
- Carol van der Pennen (SA)
- Stan Stroud (WA)

We are pleased to have such a group working together on this important issue.

GREAT SERVICE

A couple of years ago I had some concerns regarding our Mk VI Bentley not cooling as well as it should so started by replacing the thermostat. Instantly the problem was solved, which was very pleasing. The thermostat was purchased from one of our capable UK suppliers, costing a little over \$A300.

About two months ago I received an email from this supplier saying a batch of thermostats they had supplied had developed a problem and their records showed I was a purchaser of one of these errant items. They asked me to submit

a request for a replacement, which I did. They also offered to pay the cost of installing this new thermostat. I indicated I would change the thermostat myself and thus there would not be any labour cost.

A couple of weeks later a brand new thermostat and gasket turned up in the mail at no cost to me. I have now replaced the old with the new and am amazed by the excellent service I received. There is no doubt the quality of our vehicles carries through to suppliers and quality replacement parts.

COMMUNICATION TECHNOLOGY

On Monday 22 August 2022 we celebrate the 150th anniversary of the joining of the overland telegraph wire between Adelaide and Darwin. This linked Australia to the world via the under-sea cable from Java and beyond, meaning news came from 'home' in a few hours rather than the months it took to travel by sea. No longer was Australia isolated.

Many of us will have travelled between Adelaide and Darwin, including a number of RROCA trips and overlanders over the years, with our mobile phones, satellite phones and wi-fi in towns so we are never far from home. Our modern communications are simply amazing.

Spare a thought for Charles Todd (later Sir Charles) and his teams who erected thousands of wooden poles carrying a single insulator and No. 8 steel wire from north to south across the harsh Australian interior. To counter the drop-off in signal strength, 12 repeater stations were also built and staffed 24 hours a day by well-trained operators.

This task was considered a major undertaking, especially as it was driven by South Australia with a then population of less than 200,000 people. The satellite technology of its day!

Over the years the wooden poles were replaced with metal poles and the steel wire with copper wire. This communication link lasted until the 1942 bombing of Darwin. The Alice Springs Repeater Station is a popular site to visit.

You may like to visit the following site for a much more detailed version of this story: youtu.be/TPFSdX9r_Gk. ■



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Following the spirit of adventure

Ecstasy on the grille and adventure on the road

Bob Roberts always makes me laugh. He did it when he sent a few emails telling little anecdotes from his UK travels, and I couldn't resist making a small story from a couple of them. I'm sure you'll enjoy it, too; see page 8279. I intend to squeeze him for a full story when he returns.

Bob epitomises the spirit of adventure and good humour our Club is built on.

RESPONSES

I will be accused of publishing heresy, thanks to Guy Cox's piece questioning the accepted origins of Henry Royce's personal motto. Royce's words, "Whatever is rightly done, however humble, is noble", are part of the bedrock of the RROCA. Its Latin translation gives *Praeclarum* its name.

Still, if it stirs up a little controversy, I can live with that. I believe that if questions are raised about the legitimacy of our accepted historical wisdom, we should explore them.

I do apologise to the Club historians for not consulting them first, and I'm bracing for their responses.

The response to Ian Irwin's discovery of the only two known photos of Henry Ford's Silver Ghost was huge, as we all expected. The article went viral, so to speak, and is being published around the world.

It opened a door. Tom Clarke responded by adding more observations as well as an illustration of the Silver Ghost that appeared in *Motor* magazine in 1912 (see page 8276). Someone has suggested new avenues of inquiry to pursue. Who knows what else we'll find? It's exciting, I reckon.



Above: Family resemblance? Bob Roberts' 20hp GUK76 shares ground with a Rolls-Royce Cullinan somewhere along the A1 during his travels in the UK

MRS WIGS

Paul Tritton opened a door to an unexplored aspect of Rolls-Royce history: the life of Evelyn Maud Mill, lover, mistress and wife of crucial Rolls-Royce executive Claude Johnson. I may be biased in my praise for Paul's new book, *Evelyn Maud Mill — From servant to socialite*, because I edited it, but it is a good read.

Paul's research brings out a lot of new information, not least of which is a very clear picture of who Maud was, because until now she was always kept in the shadows. In fact, she was generally only known as Mrs Wigs, a mysterious figure with no real identity. In exposing the woman behind the mystery, Paul also sheds light on other things that were happening in and around Rolls-Royce in its early decades.

You'll read more about the book overleaf on page 8266.

GOODBYE TO A GOOD CAR

Sadly, I'm about to sell my Silver Spirit, the car that has been my daily driver for the past three years or so. Unfortunately, I need a 4WD as my main car, and if I keep the Spirit it won't get used often enough, something I won't subject it to.

No, I can't afford a Cullinan. I bought a secondhand Land Rover Discovery 4. Call me a sucker for punishment.

Admittedly I only drive once or twice a week, so the Silver Spirit was never a true daily driver. All the same, I can recommend a SMART model as regular transport. It may be indulgent and not overly economical but it's comfortable, practical and satisfying. ■



MICK MATHESON (NSW)

CONTRIBUTIONS

Your contributions to *Praeclarum* are welcomed and encouraged. The RROCA accepts articles on any topic related to Rolls-Royce, Bentley and the Club. Contact the editor to discuss ideas: editor@rroc.org.au or [REDACTED]

Submissions should be in digital form. Text can be supplied in almost any format (Word, Apple, etc). Typical length, 400-2500 words. Photographs must be high-resolution in a common format, e.g., JPG (low-resolution samples may be submitted in the first place).

Copyright remains with the creator. RROCA will retain a licence to use the material in Club communications, including online, unless otherwise agreed.

ADVERTISING IN PRAECLARUM

Placing a classified advertisement is free for RROCA members (excluding trade ads). It's not only free, it works. Non-members are charged \$38 for a classified ad and photograph. Simply submit the text and photograph(s) to editor@rroc.org.au. Text should be short. Photos must be digital images of at least 1MB size. Ads for cars must include chassis number and asking price. Ads may be edited to fit available space and conform to a standard format, and may be rejected at the discretion of the editor. Your ad will run for two issues unless sold earlier. Longer duration available on request. Classified advertisements must be factual and accurate. People misrepresenting cars, parts or services will be denied further use of this space.

Larger display ads are available to members, non-members and trade. Full page, \$600; half page \$320; quarter page \$160. Inquiries to editor@rroc.org.au. Parties dealing in motor cars must, where required by law, quote their dealer's licence number and comply with all other statutory requirements relating to advertising. RROCA reserves the right to refuse advertising deemed unsuitable.

NOTE

Praeclarum allows advertisements to support owners/enthusiasts and to allow businesses to promote themselves and to allow businesses to make people aware of the services they offer. *Praeclarum* cannot and does not recommend or endorse the advertised businesses or offer any comment on the quality of the services provided. Anyone contacting these services should satisfy themselves in the normal way as to the standard of services offered, by asking for references if necessary.

NEXT DEADLINE

5 September for the October 2022 edition.

Wanted: new museum in Queensland

The SHRF needs to replace its Geebung premises

Over the past five years, under the direction of Barry and Ann Sparks, the Geebung Museum has been the public face of the Foundation in Brisbane. Visitors have been impressed with the breadth of the collection highlighting Rolls-Royce and Bentley automotive technology. Also, the Museum has been used as a meeting place for a local car club.

The occupancy agreement under which the Museum was operating came to an end on 30 June. As a consequence, the Foundation is in the process of packing up the collection and vacating the premises. It is the Trustees' wish that the Museum be re-established in Brisbane but, to date, we have not been able to find suitable premises. For the time being, therefore, the collection will be put into storage.

The Trustees would welcome suggestions as to the future of this important collection of Rolls-Royce and Bentley heritage material — artefacts and documentation. The short-term imperative is to find storage while the longer-term future of the collection is determined.

Is there a RROCA (QLD) member who is able to offer such storage? Is there a RROCA (QLD) member who would be able to offer suitable premises for the re-establishment of the Museum? Any input would be welcome. Please give me a call on 0418 325 086.

SUNBURNT COUNTRY REPRINT

Rolls-Royce and Bentley in the Sunburnt Country, authored by Tom Clarke (WA) David Neely (NSW) was published by the Foundation in 1999. It is, without doubt, the most important archive of information on the earlier Australian cars. The book traces the full story of Rolls-Royce and Bentley in Australia from 1906, when the first car arrived, up to the mid-50s.

It had been out of print for some years but now, in recognition of its importance to Rolls-Royce and Bentley enthusiasts internationally, the Foundation has reprinted 100 copies. The reprint includes 109 pages of supplementary information and amendments that Tom and David have compiled since publication in 1999.

The book is now available for purchase. Order now or risk missing out. The cost is \$170, posted to an Australian address. The order form can be downloaded from the Foundation's website, www.henryroycefoundation.com.

EVELYN MAUD MILL

Over the years, much publicity has been given to the two men acknowledged as the founders of Rolls-Royce, Sir Henry Royce and the Hon Charles Rolls. However, we should recognise that without the marketing and organisational efforts of Claude Goodman "CJ" Johnson, the 40/50hp (Silver Ghost) would not have achieved the cachet of "the Best Car in the World" and the name Rolls-Royce would not have become universally recognised as a synonym for quality.

If we accept the old adage that behind every great man there is a great woman, we must recognise the significant support that CJ's second wife, Evelyn Maud Mill, gave him in his untiring efforts to promote Rolls-Royce.

We know CJ as CS Rolls' initial business partner and for his association with Rolls-

Royce Limited. He is also lauded as the first secretary of the Royal Automobile Club and for his patronage of art and music.

The Foundation has worked with acclaimed UK author Paul Tritton to publish *Evelyn Maud Mill – From servant to socialite*, Paul's biography of Maud, as she was known.

Paul has a deep interest in the personalities behind the Rolls-Royce story. His detailed research has highlighted Evelyn's contribution to this story. The biography's by-lines — "From servant to socialite" and "Lover, mistress, wife and widow" — paint an entrancing picture.

Well known for his expertise in Rolls-Royce history, Paul found a treasure trove of original photographs and love letters in a suitcase. It is a book to be enjoyed and highlights the sometimes-forgotten contribution of women to Edwardian business activities.

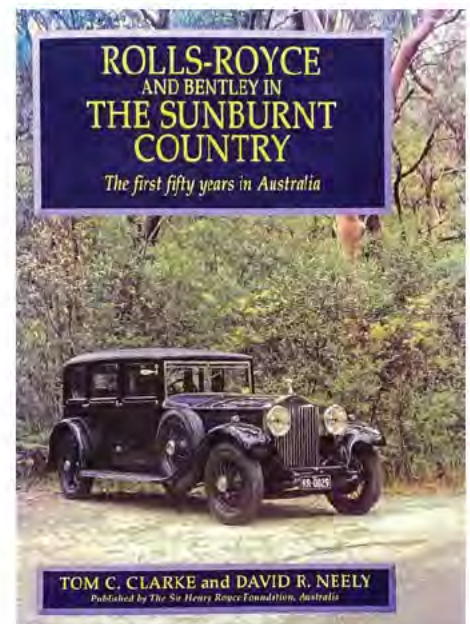
This biography will have wide appeal universally. The book is now available for \$55, including postage to an Australian address. The order form can be downloaded from the Foundation's website — www.henryroycefoundation.com. ■



Above: Evelyn Maud Mill is a book featuring new perspectives on Rolls-Royce history, while Sunburnt Country is at last reprinted complete with all supplementary information gathered since its first printing in 1999

THE
SIR HENRY
ROYCE
FOUNDATION
AUSTRALIA

RUSSELL ROLLS (VIC),
SHRF CHAIRMAN OF TRUSTEES



Concours at Birdwood Mill

The National Motor Museum will host the 2023 RROCA Concours

As you have probably seen on the inside front cover of this issue, one of the big treats coming up at the 2023 Federal Rally is a visit to the Birdwood Mill Museum in the Adelaide Hills, where we will hold our annual Concours and have a gourmet lunch while we're at it.

No doubt you're itching to sign up. Be patient! Next issue, we'll have all the Rally info you'll need, along with details about registering for the event. Right now, the hard-working team from the South Australian Branch is finalising details and preparing the brochure.

The official accommodation may be booked out by the time you get this issue, but if you want to try your luck, contact the Manna Hotel in the middle of town (08 8388 1000) and the Hahndorf Resort on the edge of town (08 8388 7921). Say you are with the RROCA when booking for discounted rates. Failing that, you may source your own accommodation nearby.

REGISTER RUNS

Broader information about all the Register events listed here is printed in the Register pages, except for one. Next issue, we'll tell you all about October's SMART event, though you can ring Bruce Duncan if you can't wait that long: [REDACTED]

Bear in mind that any Register event is open to all members, no matter which model you may have. Attending one is a great way to find out more about models you're not familiar with. Be warned: curiosity may kill cats but in this case it may lead to another car parked in the garage!

TASMANIAN TOUR

Feel like touring Tassie? You may be able to join the Victorian Branch, which is organising a spring tour there from 27 October until 3 November. [REDACTED]

[REDACTED] will provide details. ■



Federal, Register & Overseas Events; rroc.org.au

- 19-21 Aug Shadow Register weekend, Yarrowonga [REDACTED]
- 7 Sep Small HP Pre-War Run, Sandstone Pt [REDACTED]
- 23-25 Sep Dawn Patrol, Yass, NSW [REDACTED]
- Late Oct SMART Register Run (date TBC) [REDACTED]
- 22-27 Mar 2023 Federal Rally, Hahndorf SA [REDACTED]

Australian Capital Territory Branch — President, Peter Hyland; rrocaact.org.au

- 14 Aug Lunch run to Bungonia Gorge & Village [REDACTED]
- 11 Sep Lunch run to Murrumbateman Country Inn [REDACTED]
- 5 Oct Branch meeting, 7pm for 7:30 [REDACTED]
- 12 Oct Cars & Coffee Mid-Week Run [REDACTED]

New South Wales Branch — President, Brian Crump; nsw.rroc.org.au

- 13 Aug SHRF Dinner, RACA [REDACTED]
- 14 Aug Shannons Classic Car Day, SMP [REDACTED]
- 17 Aug General Meeting, Canada Bay Club [REDACTED]
- 24 Aug Mid-week Run, Settlers Inn, Mulgoa [REDACTED]
- 4 Sep Hands-on Car Detailing, Hornsby [REDACTED]
- 11 Sep Display Day & All British Day, Kings School [REDACTED]
- 21 Sep General Meeting, Canada Bay Club [REDACTED]
- 30 Jul Hunter All British Day, Newcastle [REDACTED]
- 9 Oct Concours Judging, Vawser Motors [REDACTED]

Queensland Branch — President, Brian Carson; rollsbentleyclubqld.com

- 14 Aug Carpark Capers Anniversary Breakfast [REDACTED]
- 4 Sep Carpark Capers: Andre Theron collection [REDACTED]
- 18 Sep All British Day [REDACTED]
- 25 Sep Lunch, Redlands Golf Club [REDACTED]
- 9 Oct Carpark Capers [REDACTED]
- 12 Oct Mid-Week Run: Govt House, Paddington [REDACTED]

South Australian Branch — President, Michael Henningsen; rrocasa.org.au

- Aug 7 EGM, AGM, Presentation lunch, Kooyong GC [REDACTED]
- 11 Sep Save the date. Details to come [REDACTED]
- Oct No events [REDACTED]

Victorian Branch — President, Howard Wraight; rrocavictoria.org.au

- 7 Aug Drive and Be Driven Day, from BAH [REDACTED]
- 11 Aug General Meeting, "Future Directions", BAH [REDACTED]
- 24 Aug Mid-Week Run, TBA [REDACTED]
- 4 Sep Technical Session: Concours Prep, LGSI [REDACTED]
- 8 Sep General Meeting, BAH [REDACTED]
- 18 Sep Annual Concours, Xavier College, Kew [REDACTED]
- 2 Oct Technical Session, LGSI [REDACTED]
- 6 Oct General Meeting, 20HP Centenary, BAH [REDACTED]
- 7 Aug Technical Session, LGSI [REDACTED]

Western Australia Branch — President, Stan Stroud; rrocwa.com

- 31 Aug Run to Araluen Gardens [REDACTED]
- 18 Sep Bindoon Historical Vehicle Day [REDACTED]
- 16 Oct York motor Museum Run & Lunch [REDACTED]



THE QUEEN'S
ELECTRIC CAR

>> DAVID NEELY HLM (ACT & NSW), HISTORICAL CONSULTANT, SIR HENRY ROYCE FOUNDATION

How an electric car connected the Queen, Charles Rolls, Paris Singer and Claude Johnson before Henry Royce came on the scene

Queen Alexandra had an electric car. So did Charles Rolls. Paris Singer founded the company that supplied them. Paris (the clue to where he was born) Singer (the clue to his family's wealth from sewing machines) was also the first customer to purchase a Rolls-Royce. Claude Johnson, the future managing director of Rolls-Royce, seriously contemplated electric cars with Charles Rolls before they joined forces with Henry Royce.

Readers of *The Sydney Morning Herald* on 29 June 1901 would have seen a news item headed, "The Queen's Electric Car".

The article stated, "If anything were wanting to invest the pastime of motoring with greater popularity in ladies' eyes it is surely supplied by the fact that Queen Alexandra has not only purchased for herself a victoriette, but has learnt to drive it herself."

The New Zealand Herald on 13 July 1901 carried an item headed, "The Queen's Motor-Car".

"Queen Alexandra's electric motor-car has become a familiar

object for many miles around Sandringham during the last month," it reported. "Truth reports that the Queen drives herself very cleverly, and has usually been accompanied by either Princess Victoria or Miss Knollys.

"The car is a very neat victoriette, with bicycle wheels, and they are fitted with 3-in. pneumatic tyres. There are only seats for two, and the full speed is 14 miles per hour.

"The Queen intends to make a present of a similar car to the King of Denmark [her father]."

While I can't find a record of the gift of an electric car to her father, the Queen did give one as a present to her sister, Empress Marie of Russia, and the car was driven by her nephew, Grand Duke Mikhail.

When the Queen was Princess Alexandra of Denmark she married

Albert Edward, Prince of Wales, in 1863 and reigned as Princess of Wales until 1901. When Queen Victoria died in 1901, Albert Edward became King Edward VII, and Alexandra his Queen-Empress from 1901 to 1910.

From the time of King Edward VII's death in 1910 until she died

"Her Majesty is in the habit of driving the vehicle herself, and is delighted with the ease and simplicity of control and manipulation"



Queen Alexandra consort of King Edward VII (1844-1925) [National Portrait Gallery]



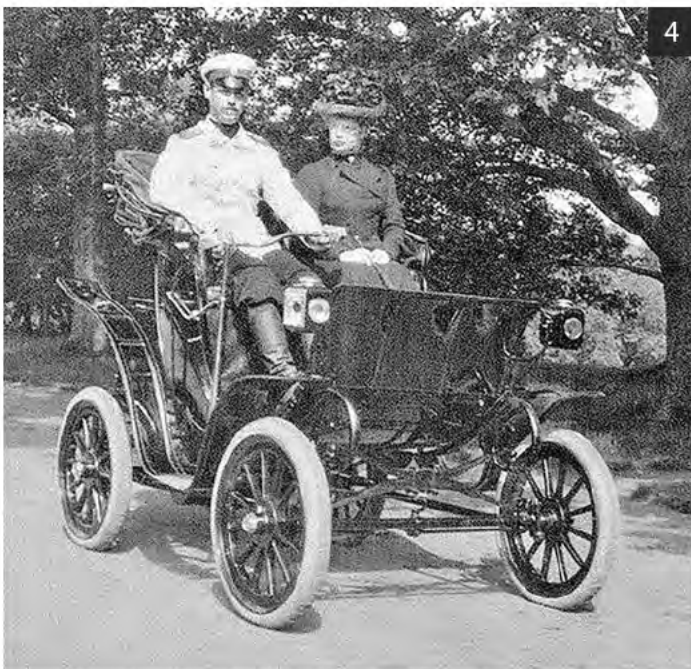
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1. Claude Goodman Johnson (1864-1926), managing director of Rolls-Royce Ltd [Rolls-Royce Motor Cars]
2. Paris Eugene Singer (1867-1932), founder of the City and Suburban Electric Carriage Company [Wikimedia Commons]
3. The Hon Charles Stewart Rolls (1877-1910) [National Portrait Gallery]
4. Grand Duke Mikhail of Russia driving his mother, Empress Marie, in the car which was a present from Queen Alexandra [Winter Palace Research]
5. Charles Rolls' Columbia Electric Carriage, bought from the newspaper magnate, Alfred Harmsworth, outside South Lodge in 1898. Rolls, at 6 feet 5 inches tall (196 cm), is towering over his passenger, Charles R D'Esterre (c1876-1943), an early aviator who in 1902 applied for two patents with Rolls for improvements to engines [Rolls-Royce Motor Cars]

in 1925, Queen Alexandra was the Dowager Queen and the Queen Mother of the reigning King George V.

Queen Alexandra took delivery of her first car in May 1901. It was supplied by Paris Singer's City and Suburban Electric Carriage Company of 6 Denman Street, Piccadilly Circus, London. The firm manufactured cars in London under licence from the Electric Vehicle Company of Hartford, Connecticut, USA, the creator and producer of Columbia cars.

The body was a victoriette made in London and described in the May 1901 issue of *The Automotor Journal*: "It is upholstered in dark green morocco, with folding hood of polished grain leather, lined with green cloth.

"The side panels are very gracefully curved, and the front dash is also curved, and of patent leather, as on the wings. The colour of the car panelling is rose madder lake, the remainder of the body being black, picked out with deep red lines."

The range on one charge was noted as 40 miles, with a speed of 20mph. The car survives in the National Motor Museum at Beaulieu in the UK.

The Queen was so pleased with her choice that a couple of years later her son, the Prince of Wales, who as previously noted became King George V, acquired a town brougham, also manufactured to special order by City and Suburban.

Charles Rolls began business as a motor agent in January 1902 at



TELEPHONE Nos. 41, 300, 699 West.  TELEGRAMS: "Cartoles, London."
By Special Appointment to Her Majesty the Queen.

THE CITY AND SUBURBAN ELECTRIC CARRIAGE COMPANY'S



New "ALEXANDRA" Landaulet.

Nearer to the Ground
and More Luxurious
than any other Motor Carriage on the Market.

NIAGARA, YORK STREET, WESTMINSTER, S.W.
Inclusive Maintenance. Garages all over London.

ROLLS-ROYCE AND ELECTRIC CARS

In the April 2022 *Praeclarum* David Neely wonders why Royce didn't produce an electric car but I think there is a simple explanation. Royce supplied the motors for the electric cars made by Pritchett and Gold. Why would he want to compete with a customer? With petrol cars he had no such problem.

Pritchett and Gold were best known as manufacturers of accumulators. Under their own name, they made and sold electric cars. They also made petrol cars, also with bought-in motors, under the name of Meteor. It does not seem that this was too successful since they disappeared at some time between 1906 and 1910.

However, Sir Max Pemberton, in *The Life of Sir Henry Royce*, mentions one of these motors (no longer in a car) providing loyal service 35 years later. As ever, Royce quality.
— Guy Cox (NSW)

6. Queen Alexandra in her electric car at Sandringham, an illustration from a photograph taken by her daughter, Princess Victoria
7. City and Suburban took full advertising advantage of the Royal patronage they enjoyed, quoting "By Special Appointment to Her Majesty the Queen" with the Royal Coat of Arms
8. The electric car built for Queen Alexandra by the City and Suburban Electric Carriage Company [*The Automotor Journal*, May 1901]

Lillie Hall, a former roller-skating rink. CS Rolls & Co was formed in 1903 and offices and showrooms were opened in Mayfair.

Claude Johnson was secretary of the Automobile Club until June 1903. He left to join City and Suburban, staying only to December 1903. Almost immediately after City and Suburban, he joined Charles Rolls' motor agency.

Rolls and Johnson entered into a formal agreement to develop electric cars until the automotive stars of Rolls and Royce moved into alignment following their first meeting on 4 May, 1904. Johnson and Rolls' experience of electric vehicles for town work influenced the creation in 1905 of the Rolls-Royce V-8 Invisible 'Landauette par excellence' and the Legalimit, both advertised as

having the qualities of the finest electric carriages.

Electric cars travelling in silence and without vibrations did not have that air of vulgarity associated around 1900 with the internal combustion engine. Those driving an electric car did not find the need for the goggles, gauntlets, scarves and caps required with the motor car. They were altogether more genteel and sophisticated.

However, Queen Alexandra was said to be in need of a bath from the swirling dust after she drove her electric car around the Sandringham estate! ■

Acknowledgements: The Society of Automotive Historians in Britain; Grace's Guide to British Industrial History; Tom C Clarke, "Charles Rolls: one hundred years on", The Roycean, Number 1, 2010.



Why repaint when you can wrap? It's protective and reversible, so you can go wild without ruining your car's originality



>> RALPH PLARRE (VIC)

Wrapping is a subject that is perhaps frowned upon in the loftier echelons of our automotive world, but is a very convenient, inexpensive and fully reversible way to change or introduce a new colour to your pride and joy. With clear film, it will give very effective protection to existing paintwork.

As with most things these days, the technology is growing at a staggering rate and the quality of both clear wrap — known as PPF (paint protection film) — and the colour wraps for a complete colour change is improving all the time.

Most of us have seen commercial vehicles covered in promotional material. That's all done with wraps now, and being 'advertising' it's generally not looked at too carefully for quality. While this technology has been around since the 1950s, it wasn't until the late 1980s that it became price competitive and computers came on the scene to enable graphics to be more easily produced. It was found to be remarkably hardwearing and versatile, resistant to scratching, warping and ripping and gave the added advantage of protecting the underlying surface.

Rest assured, this is not the wrap I am referring to in this article, as commercially successful as it is!

My involvement with different colour wraps with special cars started about 12 years ago when I decided to change the colour of my Phantom VII's bonnet, roof and boot from silver, like the rest of the car, to dark Metallic Sapphire Blue. It was in the same style as the two-tone pattern started with Rolls-Royce Silver Clouds in the middle of the 1950s.

“For a small fraction of the cost of a repaint we have a completely bespoke Midnight Green Bentley GTC”

I was extremely pleased with the result and the car's present owners, RROCA (VIC) members Bill and Kendra Templer, still love it.

At about the same time I wrapped the entire front of my 2009 Toyota Landcruiser 200 series in clear film in preparation for a three-month full lap of Australia towing our outback caravan. The trip was amazing and we traversed some very rough, unmade outback roads, including mining roads through the Pilbara, the Gibb River Rd through the Kimberleys and the Savanna Way through the Gulf country. At nearly 13 years old the Toyota still looks almost brand new thanks to the PPF protection over the vital areas.

This fully convinced me of the benefits of PPF. The huge road trains that you encounter travelling at great speed over dirt roads are quite a daunting experience, leaving you the only (reasonably safe) option to pull off the road and stop completely as the dust and rock storm smashes past you!

Traffic from the mines also travels at great speed on outback roads, with little concern for your 4WD pride and joy.

By the way, I have never seen a Bentayga or Cullinan on the serious outback tracks.

Getting back to a complete colour change with vinyl wrap, my first experience was with my Mini JCW, which was wrapped in satin white with a red roof. It looked fantastic and was so easy to clean. It sold to a friend in the RROCA after I purchased a Toyota Yaris GR.

I was lucky to get one of the 1500 Yaris GRs to come to the country but it was metallic black, which looked great when clean



Above: Ralph's Continental GTC before, in original Hallmark Grey, and wrapped in Midnight Green

but scratched easily. I wanted to really use this car and do some back tracks — it is a rally car, when all said and done, and Marg loves the gravel back tracks — so off it went to my friend and go-to wrap guy, Damian Corney at Grafico, who specialises in colour wrap.

We chose a satin graphite grey and did some decals and detail changes and the car now looks great. Again, it is a dream to clean and the original paint is protected!

That brings me to my most recent project. We had sold our 2007 Bentley GTC to dear friends and members Troy Sartori and Michael Daniels, and really missed it, so after a couple of years of pining, I started looking for a newer GTC. As I reported in my registrar's report recently, there is not much choice available in this crazy COVID car market. Eventually, David Ekberg found a very nice 2015 GTC V8S in a very nice Concours Series Black spec, with low kays and one Melbourne owner.

It was in Hallmark Grey, itself a nice colour but, more importantly, very easy to wrap.

What do I mean by "easy to wrap"? To make the job easier and less expensive it is important that the original colour is somewhat compatible with the new colour. Like the Yaris: changing it from black to grey meant we didn't have to wrap inside the doors and

other areas, so it is much easier and cheaper, and looks right.

On the other hand, a red car wrapped in blue is going to look awful if you don't wrap pretty well everything — which is expensive and fiddly!

The other revelation was when Damian showed me a new wrap product out of the USA from Inozetek, a company that produces the most magnificent range of super-smooth, glossy colours, including pearlescent, metallic and solid colours in wrap.

Prior to this, the gloss wraps available were a bit orange peely in some lights.

This new product changed everything and after much cogitation and contemplation we decided to wrap the GTC in Midnight Green, and black out the remaining trim that wasn't in the Concours Black original spec. The interesting thing is that Marg and I are not particularly fond of fully blacked-out cars with gloss black wheels but decided to back our judgment after many sessions with Damian at Grafico and go for Midnight Green and all gloss black.

Wow! Very different from my Cadillac days when too much chrome was never enough!

So what do we think of the finished product? Well, to say we are delighted is an understatement. For a small fraction of the

Below: Applying wrap is quite a process but still quicker and cheaper than repainting





cost of a repaint we have a completely bespoke Midnight Green Bentley GTC which we think looks terrific and can either be easily reinstated to its original colour or changed to another colour, and is so easy to clean.

If you are contemplating any wrap, be it clear or a colour change, it is important to know that the surface to be wrapped must be as clean and smooth as possible, as any unevenness or imperfections can show through. Faded paint, providing it is smooth, is no problem at all.

“The clear wrap is incredibly durable and the latest films ‘self-heal’ in the sun”

The satin and matt wrap finishes are extremely durable – far more so than the original and very expensive factory paint options that are very susceptible to bird droppings and the like and cost a fortune to repair. With wrap, if you do suffer surface damage you simply replace the piece that is damaged.

I am often asked how durable the colour wrap is and this is my summary so far.

The clear wrap is incredibly durable and, in the unlikely event it suffers scratching, the latest films ‘self-heal’ in the sun.

The satin and matt finishes are incredibly easy to wash and need very little attention. There is a vinyl cleaning and conditioning spray that can be used to clean difficult situations and restore lustre. With the Inozetek high-gloss colour film it is highly recommended that it be ceramic coated as it is as susceptible to scratching as any other high-gloss surface.

As far as longevity is concerned, with a collector car which is garaged most of the time the wrap will last for a long time. If left out in all weather, the usual caveats of care and regular washing apply, but you have the security of knowing that a partial or complete re-wrap is easy and relatively inexpensive.

It is also interesting to note that our Victorian Branch Platinum sponsor, Melbourne Rolls-Royce and Bentley — the Zagame Group — has a wrap section included at its magnificent Autobody body shop.

Regarding our trusty 2009 Toyota Landcruiser, because resale is at an all-time high at the moment, it has gone to a new owner and friend and we have taken delivery of a new 300 Series GR Landcruiser, which has had the wrap treatment as well.

The main suppliers of wrap product are Avery, 3M, Hexis and Inozetek. A new, optically clear film for windscreen and glass protection, which is completely legal, has just been released by

Stek, called Dyna Flex . I have it on the Landcruiser in the hope of no more broken windscreens in the outback. You can't tell it is there.

Wrapping is an easy, relatively inexpensive way to create an individual look, protect your car's bodywork, and have some fun — and so far I am still married. ■

CHOOSE YOUR WRAP

Wraps come in all colours and tastes, from classy two-tone treatments to gaudy branding exercises, and Rolls-Royce and Bentleys have been covered in all kinds. These ones are examples from wrapstyle.com.



A GOOD LOOKER?

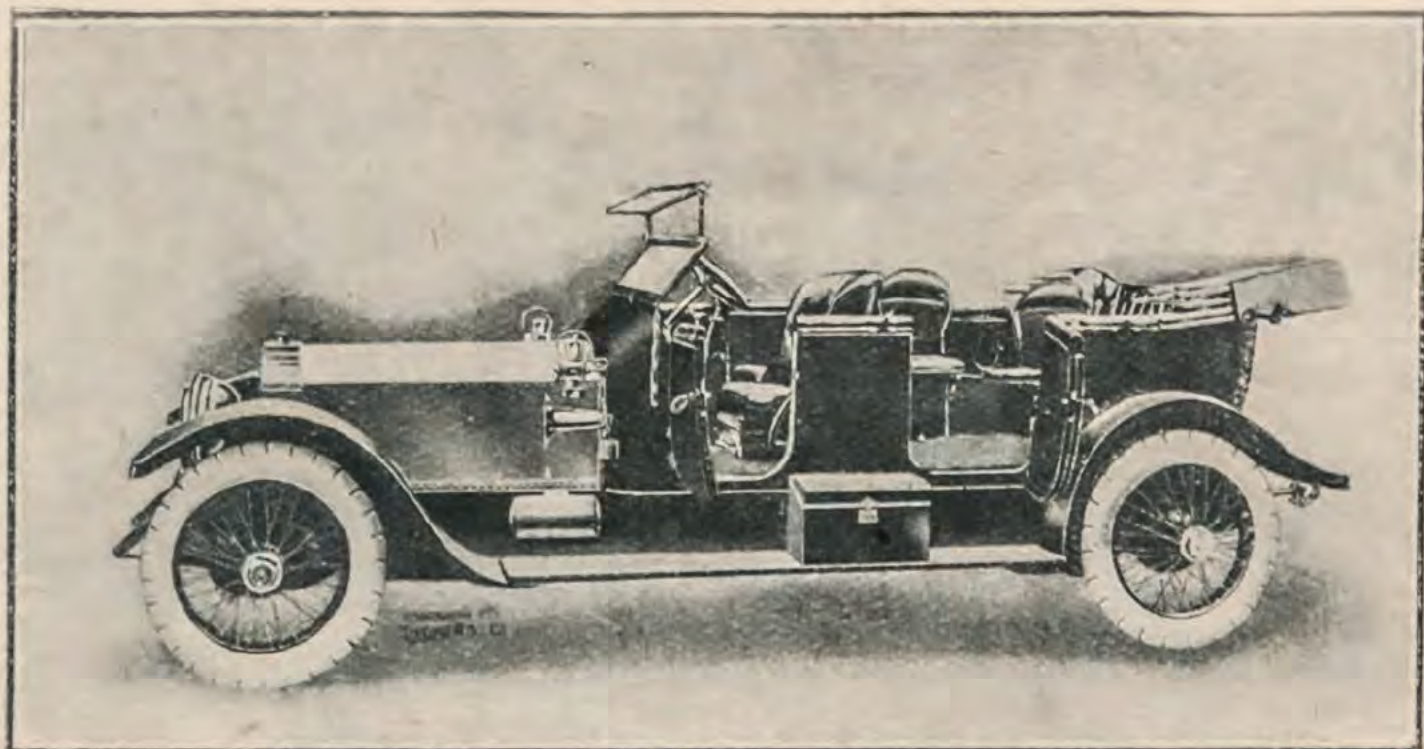
>> TOM CLARKE HLM (WA)

More information comes to light about Henry Ford's Silver Ghost indicating it was good looking, but was it really a Looker?

In Irwin's article on Henry Ford's 1912 Silver Ghost (chassis 1972) in the last issue certainly gives us food for thought. Ford didn't make large luxury cars so the Ghost can't have been bought for engineering ideas. On the other hand, Pierce Arrow in the US did buy a Ghost at this time (chassis 1528), more relevant to them as luxury car makers. They were followed by Packard, Lozier and Peerless around 1913.

In this *belle époque* Edwardian decade it was common for American tycoons and literary giants to tour the Old World, sometimes in their own cars and sometimes in rented cars with retained chauffeurs. Ford seems to have combined both business and pleasure with his Rolls-Royce during his long foray in Europe. His Silver Ghost was registered in Manchester as N-7*47 (the * digit is unclear).

A 50 h.p. Rolls-Royce touring car built for Mr. Henry Ford (Ford Motor Co., of America) for use whilst in this country.



In the 1920s Ford also scoured Britain and Europe for historic artefacts to ship back to his Dearborn museum (see *Praeclarum*, April 2019).

The link to Lookers of Manchester, as suppliers of this car to Ford, even included a visit to Brooklands by Ford in early August 1912 to present cups to the winners of the Ford race at the famous track. JE [sic] Looker was one of the entrants. Every car was, er, a Ford! Ford was well known for not allowing his cars to be shown at mixed motor shows, instead arranging his own, so this all-Ford race fits his approach.

Another aspect of the link to Lookers is rather curious. The company was only founded in Heaton Chapel, Manchester, not long before 1908 by John Garlick Looker (1882-1947) as a bicycle and motor company. He moved his business into central Manchester in 1908 to specialise in Star cars, and two years later in 1910 took over a business at 5-17 Hardman Street, off Deansgate in central Manchester.

This was the motor dealer Manchester Motor Garage Co, established before 1907 but as a limited company in February 1909 and in receivership by November that same year. It was initially acquired by Norbury's Ltd. Francis James Norbury, printer and motor dealer, had an earlier connection to Rolls-Royce when he took a 1907 Silver Ghost, 60576 with Cockshoot 'Pearl of the East' coachwork, to India (*Praeclarum*, Feb 2014 p.6452-3).

When Norbury's Ltd was in turn wound up in October 1910, Lookers moved in and expanded it to numbers 19-35 in the street. No mention is made in Lookers' own history of involvement with coachbuilding yet they were soon claiming sporting Hispano-Suiza cars, and of course Ford's Silver Ghost, as their own. But more on that in a moment.

By 1920 they were agents for Austin, Albert, Bean, Cosmos, Oakland, Palladium, Lacre, Caledon, GMC and Premier. The Ford agency seems to have departed.

The most active designer at Lookers was George Herbert Ward of Southport, who claimed several patents, eg, 24,892 to 94 of 1913, and 28,146 of 1914. These related to hoods and windscreens for sporting bodies, but the first patent covered vans built on extended Ford T chassis. This lends support to Lookers doing some coachwork.

Although Ford's Silver Ghost chassis was made in Derby, Royce Ltd still had links back to Trafford Park in Manchester where Royce's crane factory was situated from 1902 until the 1960s. Ford's own Trafford Park factory opened in October 1911 and ceased making cars when the new Ford factory in Dagenham, Essex, was opened in 1926.

But Ford returned to another site in Trafford Park to make the Rolls-Royce Merlin engine during the last war. Trafford Park was and is a huge industrial estate outside Manchester. Lookers, meanwhile, remain as one of Britain's largest car dealerships.

As for the coachbuilder of Ford's car, with Lookers not promoting themselves as coachbuilders and being too small in this period to make bodies, we have to ask which company could have done it.

The body has one very distinctive feature, which is the swoopy kick-out of the rear wings; very sporty. This could be a clue to the true identity of the maker. That identical rear wing line was used by just Cockshoot of Manchester (see examples on pages

Left: Ford's 1912 Silver Ghost (1972) in *The Motor*, 10 September 1912. Note how high-sided the eight-seater body is (offering more wind protection), with a steep scuttle and high seat backs. *The Motor* on the same page noted Ford's extended tour of Europe and referred to the car as a Lookers body. The front seats were adjustable, the rear folding seats could be revolved and a sixth folding portable seat was also carried. Other features were a T&M dynamo and several lockers, boxes and cupboards. Quite a car for touring



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Lookers' Three-quarter Landaulette
:: on a 20/30 H.P. Lancia Chassis. ::

A fine example of a modern town carriage, complete in every detail and possessing many characteristic features in coachbuilding and chassis construction. This Car is now on Exhibition at our Hardman Street Showrooms.

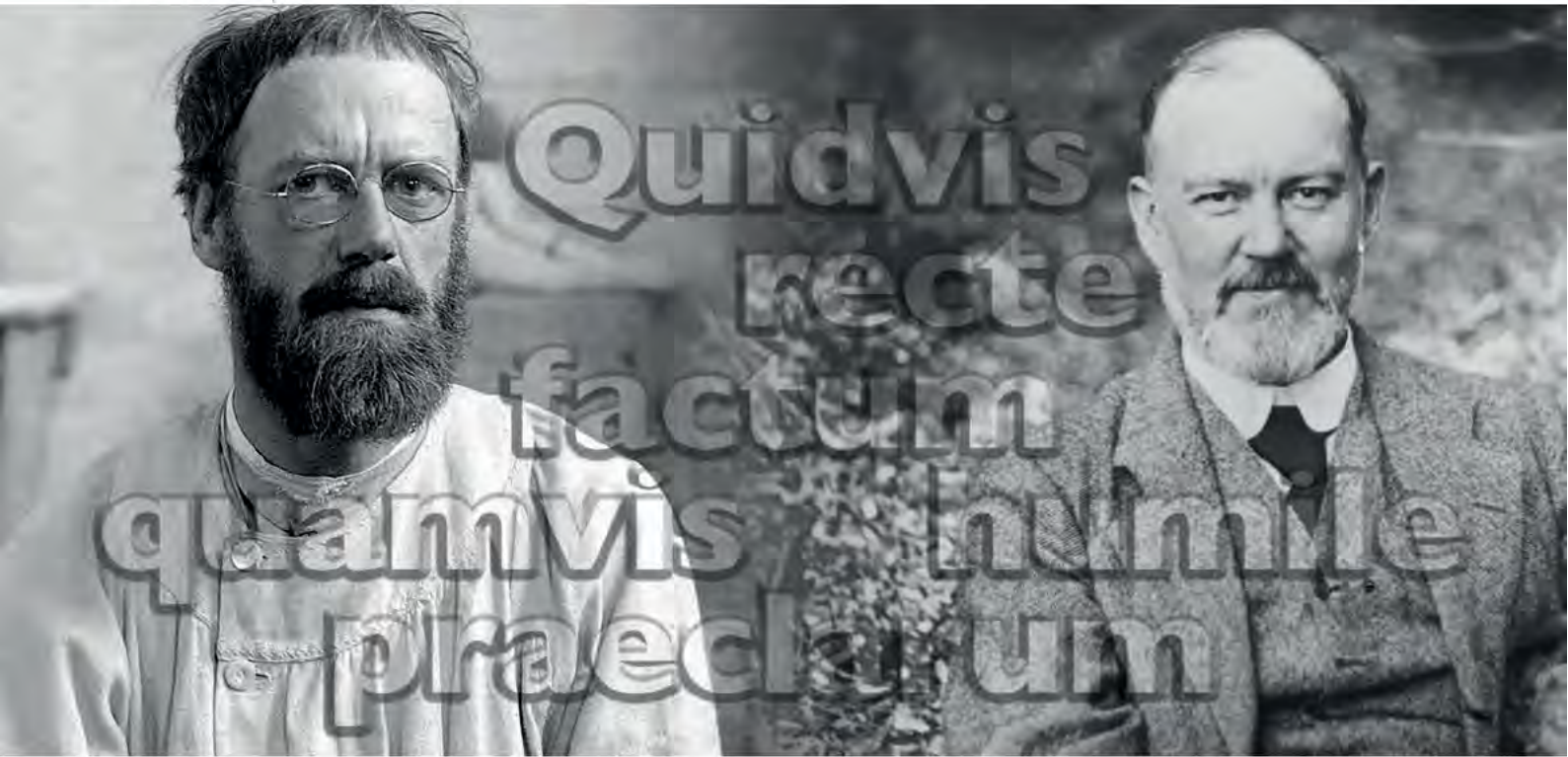
Lookers, Ltd., Specialists in Automobiles, Hardman Street, Manchester.

A14 KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS.

1. Two circa 1914 Hispano-Suizas, the Alfonso model, claimed with Lookers coachwork. They could be post-1918 rebodies
2. A Lookers advertisement in February 1914 with no mention of coachbuilding

266, 279, 370 and 381 of *The Edwardian Rolls-Royce*). Cockshoot also employed the steep scuttle line seen on Ford's car.

Norbury, mentioned earlier, had links to Cockshoot so it must be likely that Lookers followed in his wake and had Ford's car bodied there. My money's on Cockshoot for the coachwork on Ford's Silver Ghost! ■



QUIDVIS?

Guy Cox questions the origins of Henry Royce's famous motto

Whatever is rightly done, however humble, is noble. Common knowledge has it that Henry Royce came up with this phrase, which he adopted as his personal motto. But did he really invent it?

The first mention in print of Henry Royce using this phrase is in the Phantom II catalogue (1929). Harold Nockolds in *The Magic of a Name* (1938) tells us that Royce's neighbour and friend, the sculptor Eric Gill (above left), translated Royce's words into Latin as *Quidvis recte factum quamvis humile praeclarum* and carved them on Royce's mantelpiece. In his 1971 book *Rolls on the Rocks* Robert Gray twits Gill over this, regarding it as inappropriate since "Royce knew no Latin".

There is an awful lot wrong with this story.

First, it is absolutely out of character for Eric Gill. He always preferred to use English for his mottos. An amusing example is one of his sundials. A traditional Latin motto for sundials was, *Horas non numero nisi serenas* (I only count the sunny hours), but when Gill created a sculpture of a boy holding a sundial his jokey motto was, "When the sun isn't shining I do this for fun".

Second, Eric Gill knew no Latin, either. He did not attend a public or grammar school, where Latin was taught; he was educated at Chichester Technical and Art School, which was far more useful for his subsequent career. So he absolutely could not have provided such an elegant translation.

We need to realise that in Royce's time Latin slogans were in common use even among those who had not learned Latin at school. *Tempus fugit, quid pro quo, festina lente, carpe diem* and dozens

of others were just part of the everyday language. Whether Royce quoted the motto in English or Latin, both he and Gill would only have wanted it in Latin if that was its original form.

Understand that Royce could be a man of the people on the factory floor and the great industrialist when mixing with the rich and famous. He moved totally easily in both worlds. He would have used the Latin form with Gill and the English form in the factory. That is confirmed by Royce's first (1934) biographer, Sir Max Pemberton.

At the conclusion of his account of Royce's life Pemberton wrote: "Some years previously Mr Eric Gill had carved upon a mantelpiece at the house these ancient words: *Quidvis Recte Factum Quamvis Humile Praeclarum*." *Praeclarum* indeed!

Max Pemberton was a novelist and journalist and long-time friend of Royce. Many of his books involved advanced machinery. He was also a highly educated and cultivated man, and would certainly recognise a Latin motto. Notably, Pemberton saw no need to provide an English translation. His readers would know it, whether or not they knew Latin.

So can we trace the origin? We need to understand that some totally familiar Latin tags are actually of extremely obscure origin. Many well-known ones such as *carpe diem* come from the Roman poet Horace (Quintus Horatius Flaccus) but I think that cannot apply in the present case or we would know.

An equal number come from much more obscure sources, and I guess this is one such. ■

MORE MISADVENTURES

with Marjorie



Bob Roberts (NSW) is touring the UK in his Concours-winning 20hp, complete with trailer. Here's a taste of the fun so far

Just to let you know, my car won its class at the RREC annual rally — best touring car in Great Britain for 2022! In reality, I was the maddest bastard on the day. To travel all this way, spend a bucket load of brass and just to win a ribbon.

To celebrate this milestone event I bought another car and will bring it back home with me. Buying them is dead easy, it's paying for the bastard: that's the tricky bit. Still, that is tomorrow's problem. I will go to the Real Car Company and spin some story to them about delayed payment on the new car etc.

I will travel down to southern Ireland for another car rally, then up the west coast of Ireland, get a boat to Scotland and move down to the North of England Rally with the RREC, followed by a four or five day tour with likeminded nutters in 20hp Rolls-Royces.

Not a bad run for a little 20 horsepower car from Australia.

SEVERAL DAYS LATER...

I am almost back to Belfast in Northern Ireland. My old car went well in Ireland. I am extremely proud of her.

I drove her down to west of Cork for an Irish rally. On the way down from Belfast, I put an ad in the local paper to see if I could get riders down to Dublin and, in doing so, earn a few dollars for my museum project back home in Maitland.

People didn't attend. They thought the ad was a hoax. However, some newspaper reporters did come to the allotted venue at 10.30am to see if it was true. They gave me a nice spread in the *Belfast Telegraph* the following day. But alas, no money was raised.

I spent an extra day in Dublin getting the engine oil changed and looking about for a few hours.

The next day I had put a similar ad in the *Dublin Independent*, asking for paying riders from Dublin to Cork. I battled my way through high city traffic volumes to get to the newspaper offices in Talbot St by 10.30am.

We almost caused a riot when we parked the car as people wanted to pose and have their picture taken. I just let them at it. And I quickly saw these people had no teeth and didn't look the

sort of people that would pay towards our museum project.

Just as I was about to crank the old car over, a newspaper reporter threw himself under the front wheel, begging for a story. Again, there was coverage in the next day's local rag but no money raised on our drive from Dublin to Cork.

The old girl did the drive down easily.

On the way down there, my iPhone froze and there were no maps. Of course, I overshot the destination by 40 miles and ended up at a place called Killarney. To get back to where I need to be was difficult as it was 7pm and I had to climb a high mountain pass called the Ring of Kerry — to which you have to travel through some narrow mountain passes.

The old car was huffing and puffing when I got to the allotted hotel by 9.30pm.

These Irish rally people were becoming a bit concerned as I was so long getting there. When they heard that I had gone via the Ring of Kerry and through Healy's Pass backwards, all in a 95-year-old car, they all rushed to the bar and they shouted me drinks all night. It was bloody great!

The day we departed the rally I was smart enough to get some contact details of the Irish rally participants. On the way home and in the same car — same wheels and same spokes on the wheels — I ended up having five punctures in different tyres during the 24 hours. Nothing like this had happened before yesterday.

On the first few punctures, my jack lifted the wheel up but not high enough to get the new wheel onto the wheel race. Hence I had to phone some of these Irish rally people who arranged for vehicle repair men to come to my assistance.

I was a wreck when all this was over.

I have now arranged for five heavy-duty tubes and heavy-duty rust bands to be flown over to Belfast tomorrow. We take all the old wheel tubes and throw them. I will then be fit and able to get on the road to Scotland and to the North of England Rally. ■



PICS BY MARTIN BENNETT (ACT)

SILVER GHOST REGISTER | 

Driving Test Route One

>> IAN BERG (VIC), 62JG, GF14, 48YC, GWE16

You can still drive the original Derby test route, which is largely intact

Dean Prangle (QLD) recently visited the UK and had the opportunity to drive the original Test Route One, along which all Derby Silver Ghosts were test driven when new. Amazingly, much of the route is as it was back in the day.

Here Dean recounts the test route and his own experience in driving it in a 1923 Silver Ghost. It's fascinating to reflect on the fact that all of our Derby-built Silver Ghosts have likely been tested on this route.

"I recently travelled to Derbyshire to catch up with Graham Mead, an authority on Rolls-Royce in general and cars built before 1930 in particular," Dean says.

"Steve Hubbard produced *The Vintage Silver Ghost*, a three-volume work of outstanding quality and interesting information [see *Praeclarum*, June 2022]. He estimates that of the 7000-plus Ghosts produced, at least 2000 still exist, with

more found each year in private and museum collections, plus the odd barn find.

"Both are familiar with the Derby factory and the exacting methods of testing finished chassis before delivery. The Derby Test Route One was on public roads and went over hill and dale with lots of corners for 21.7 miles. Given the annual

"We headed over a stone causeway built in 800AD and up a long hill to test out the top-gear performance"

production of around 300 cars this meant that there was at least one or two chassis on the route every working day.

"A transferable seating for two was fastened to the chassis to take the driver and occasionally a riding mechanic. A large box was placed on the rear which was loaded with pig iron to represent the proposed body plus luggage and passengers. This, of course, varied from

a simple doctor's coupe to a full seven-passenger limousine body.

"Consequently, differing rear springs were specified plus rear transmissions: a 14/52 differential for a limousine up to a 17/52 for a tourer, depending on the new owner's intended usage.

"Rolls-Royce dealers had a cunning method of placing the customer in the rear seats when demonstrating the finished car. This was to ensure that they could not hear the engine as most early Ghosts were chauffeur

driven. However, they could hear the differential and many attempts were made using shims to ensure the pinion mated exactly with the crown wheel before delivery to the body builders.

"The test drive was listened to carefully by the driver and mechanic and any undue noises reported. Steering, brakes and springs were all reported on.

"There was one humpback bridge



1. Graham Mead's 1923 Silver Ghost Barker-style tourer, Henrietta (3PK), ready to run the test route again after 99 years
2. Outside the Rolls-Royce factory in Nightingale Rd. Different buildings from 1919 but the same site
3. Test Route One as depicted on a modern map. Much remains as it was about 100 years ago

on another route which cars jumped over to test the suspension. One Ghost was held back for three months due to unsatisfactory reporting and failure to fix the problems.

"Each car had to carry trade plates and temporary registration papers and the driver had to complete a log book on return. They were also expected to adhere to the speed limit, which was 20mph. Ha!

"We decided to drive the route, which is mostly as it was, in Henrietta, a 1923 four-wheel brake Ghost, chassis 3PK, kindly loaned by Graham Mead. We drove to the factory in Nightingale Road.

"The photos show all that remains of the original factory built on 40 acres from 1908. This structure was built after World War Two and is heritage listed. The rest of the site is being redeveloped by the Derby City Council. A plaque tells the story.

"We then negotiated the traffic and headed towards Chellaston, through Swarkeston, over the Trent river on a stone causeway built in 800AD and up a long hill

to test out the top-gear performance. Then up Pistern hill, or Piston Hill to the drivers, as this was the main top-gear test.

"First, a right-hander then a sharp left and up a steep rise for 100 yards. Any chassis not able to accelerate after this corner was returned for adjustment. Henrietta, with three up and full of tools, spare magneto and fuel, managed it easily despite her 99 years.

"A hundred years ago the roads would have been poor and well used by horses, cyclists and livestock. Accidents were few but one unfortunate pig ended up in the works canteen after meeting a Ghost. I assume that Rolls-Royce paid the farmer.

"We could not complete the full test as part of the road is submerged now under a reservoir, so we took Henrietta home for a rest and a beer.

"One thing about England is that most of the B roads haven't changed in centuries. They even follow Roman roads built in 60AD or so.

"If you're ever in Derbyshire and want to

drive the test route, it will still be there. I drove Roddy, our 1921 chassis 38MG, over the route in 2007 and he passed with flying colours. He later said that he remembered it well from 1921 (must have failed then)." ■





Brian Carson photos

DERBY PHANTOM REGISTER | 

New Phantoms in the sun

>> FRANK CARROLL (QLD), 39LF, SRH38295, BRK25072, BCY04695, AS700704

21RC and 39LF do the Register proud at the Queensland Concours

Two Rolls-Royce New Phantoms were drawcards at the Queensland Annual Concours on Sunday, 24 July. On a fine, sunny day at historic Ormiston House, by Moreton Bay, Ben Stafford brought 21RC out and this 1925 New Phantom with light-blue Windovers tourer body attracted crowds of onlookers. Ben, only the third custodian, was happy to chat with admirers (of the car).

The eye-catching 21RC was featured in the 20-Ghost Club magazine a few months ago, where its interesting history was detailed. Ben also brought a family entourage, with his 1956 Rolls-Royce Silver Cloud SBC52 standard saloon.

The Carrolls' 1927 Rolls-Royce New Phantom 39LF Jackson Jones & Collins limousine, in contrasting yellow/black, was also popular with regulars and visitors.

Ormiston House is a well-known historic house on Brisbane's southern bayside, so

it attracts visitors additional to the Rolls-Royce Owners' Club members, guests and family. Whichever way one points a camera, there is an interesting background to highlight the fantastic cars.

This year we saw strong competition, with a third of the field not having



Top: 21RC with Ormiston House's beautiful backdrop

Above: 29LF, resplendent as always

competed last year. The Queensland club is quite a social crowd but still serious about maintaining those precious cars in our custody.

39LF performed well, easily covering the trip down from Coolum Beach at 55mph, to be first on the field by 7.45am. Even her interior cabin lights worked when tested by judges, though I can't recall when those were last used!

This long-bodied limousine still draws a crowd anywhere and we are privileged to be custodians. Each time I see Alan Robert, I thank him for restoring her!

Speaking of Alan, he and grandson Caleb were second to arrive on Sunday, rugged up in the open cab of his 1920 Silver Ghost, running well at the age of 102 years (the car, not Alan).

As you may recall, he is custodian of 1933 Phantom II 148MY with Hooper landaulette, which he keeps in fine order, though not out on the field this day. ■



More body building

>> WAYNE FITZGERALD (VIC), B107BL

The Bentley's rebuild is coming down to the details, but not without resistance!

The boot lid on my car lifts upwards. It is not the usual arrangement with the hinges at the bottom, allowing the boot lid, with spare wheel attached, to tilt down and backwards. This arrangement puts a big load on the two hinges at the bottom and I have seen a lot of cars with significant wear there.

The set-up on my Bentley was specifically requested. It is structural and therefore much stronger. Also, the tool tray is accessed on a drop-down tray from this lid when it is open and it adds significantly to the lid's mass, making it very heavy.

As a positive, as the rear of the car is reinforced and so strong, it handles the spare wheel so much better.

When Mr Wilkinson specified this modification on the two 'sister' cars he ordered, Rolls-Royce declined on the grounds that the "lady's clothes would fall to the bottom of the case" when loaded "... and this was just not proper"! An argument followed and Rolls-Royce eventually backed down after Wilkinson threatened to cancel his order.

I believe this was the first of the type, but that a few later cars were ordered with this boot lid operation, too.

I added parts to the tool kit and had a

laser-cut template made and flocked it in green, but then it was explained to me that some of the tools were not correct. Eh? You are kidding me!

So, after sourcing the correct tools, I went to have another template made but the company had gone out of business. What next? I found another company to do it and voila! Done and dusted.

There were many incorrect or missing bits, including the under trays. Can't buy these from Bunnings, so we sourced them from the UK. Where else? Anyway, they came pretty quickly and as one of the last jobs on the car, I had to fit them.

They were really nice in clean, brushed aluminium but not nearly as simple to fit as you (that refers to me) might expect. There were a few bolts, washers and nuts that I just could not fit with my old, fat fingers. So, what do you do? Get help from Mr Magic Fingers, Simon. Problem solved.

At this point, you might well ask, "What did I do with all of the finished, shiny jewellery bits, and the car's interior etc?"

Simple really, all safely ensconced in my lounge room. For well over a year. Who needs a lounge room anyway?

The interior floors, seat runners, carpets, etc were fitted without too

much effort. Something had to be wrong then! Wait for it.

One of the very last things to go on, because they had to be glued, were the carpet trims on the bottom of the doors. The passenger side was first ... easy. Then the driver's side, but then the door wouldn't close! Eh? That can't be.

On closer inspection and with a bit of deduction, it was concluded that the body work completed by the previous owner was done on the twisted chassis. But now the chassis was straight.

Remember that at this time, the car was largely finished and very clean.

I had to remove the glued leather trim from the inner door sill, which allowed me to remove some material from it, thus making space for the carpet, but how much?

Maybe ¼ inch. But hang on, there is a steel top to the sill with wood below.

Out comes plastic wrap to completely cover the car before I start with the angle grinder, chisels and all sorts of demented tools (just like me at the time).


After much work and testing, it worked like it should ...but then I found that the dust had somehow managed to get under the plastic covers.

This is where you really want to talk to a psychologist about your day. ■



1. B107BL's uplifting boot lid
2. Beautiful new under trays. Yes, new!
3. With a straightened chassis, the body frame had to be adjusted to match by shaving away a bit of timber and steel until the driver's door would close
4. Taped carpet provides a trial fit to see if the shaving was correct
5. The finished product, sans dust



SMALL HORSEPOWER | 

I've got you under my skin

>> JOHN ROWNEY (QLD), WXA68, B25KL, DRH32489

Don't all enthusiasts have a bit of their car in them?

I have been happily doing light jobs on the cars over the last few months while coping with a stress fracture in my foot, my compulsory COVID experience and other ailments of a declining body.

I was walking around the back of my Wraith, WXA68, and I thought I felt a little scratch on my leg, but copious bleeding suggested it was more than a scratch. I had brushed up against a flaky, sharp bit of chrome on the rear bumper and sliced myself up nicely. Not to worry — after a few well-chosen swear words and a couple of band aids I was back in business.

Two weeks later, I noticed that the

pesky wound was not healing as quickly as usual and it was becoming badly infected. My GP pumped me full of antibiotics and the infection started to disappear, but a very evident lump remained. Ultrasounds and X-rays showed a foreign body in the wound and my GP ushered me to the hospital to get the piece removed.

After the usual needle jabs, scalpel incisions and probing with instruments, a pleased look on the surgeon's face told me that he had extracted the offending piece of chrome lodged in my leg. A couple of stitches later and I was as good as new.

So, you can say that the Wraith had well and truly got under my skin. I must get the bumper re-chromed soon! ■



Above: The guilty fleck of flaked chrome, which was barely 8mm long and caused so much consternation!

REGISTER EVENT: PRE-WAR GET TOGETHER

ON BEHALF OF THE SMALL HP REGISTER, RROCA QUEENSLAND BRANCH AND 20-GHOST CLUB

Wednesday 7 September, 10am

Meet at Woolworths Chermanside car park

An easy and pleasant non-freeway drive. Details to be issued prior. Destination is Sandstone Point Hotel for lunch. Extensive quality menu and drinks available at individual cost

All pre-war Rolls-Royce and Bentley owners and friends are invited to a special gathering of pre-war cars.

The modern Sandstone Point Hotel, our destination, is in a lovely location overlooking Pumicestone Passage to

Bribie Island. We will be parking our cars on the extensive lawn in front of the hotel for the perfect backdrop.

Only occasionally do owners of Queensland and Northern NSW pre-war Rolls-Royce and Bentley cars get the opportunity to join together to celebrate

their unique vehicles.

Fill your car with other enthusiasts who don't have the good fortune to be a proud custodian of a pre-war proper motor car!

Contact [REDACTED] to register your interest by 24 August. Early advice will be much appreciated.



Inspection and correction

>> JOHN HARRIMAN (QLD), SBA74

Vauxhall axles don't hold on as well as Rolls-Royce belts, it seems

Harriet's service is now complete and she is ready for another year's enjoyment. But it wasn't all plain sailing.

Many of us, I know, do carry spares on our longer trips, such as hoses and belts, and invariably when we do we never need to use them.

We rely on continual visual inspection and a little feel around to check all is OK.

Just as I did with my fan belt. I thought it may be a little slack as I could easily pull it around the pulleys. And then I got quite a shock! The belt had a large split in it, really only holding together by the outer 1/8" casing and the wires embedded in it.

I would have missed finding this fault if I had not been able to turn the belt, something not easily done with the correct tension, so that certainly was a little lesson for me.

As I have the air-con system running with the same belt (something that needs correcting, but that's another story), changing it was quite difficult. In the end, surgery was needed (for Harriet) and this now allows easier access for future belt replacements and adjustments.

The new belt runs noticeably quieter, which makes me wonder how long the old belt had been running with this crack through it!

In the meantime, I have been continuing my love/hate relationship with the 20hp Vauxhall. A month ago, still on test, a

local run to the museum to join a static car display ended up with it being trucked home. A rear axle had broken.

A strange feeling. I stopped at the intersection, engaged gear, released clutch pedal — and absolutely nothing happened!

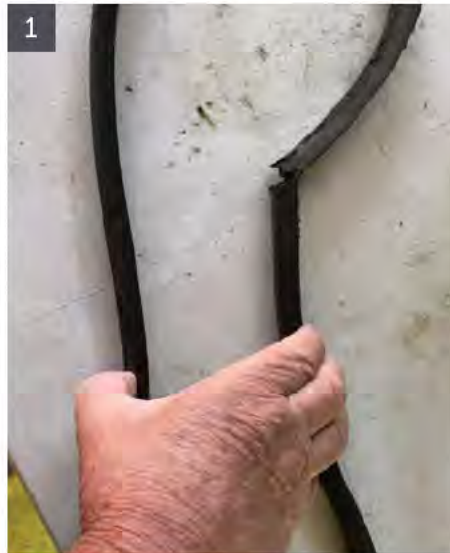
It didn't take too long to diagnose the problem and removal was quite straightforward. Good news was that apart from needing a good flush, the pinions and wheel bearings were all in great order. I took the second axle out too, and it was also showing signs of twisting, like the

first, at the splined end into the pinion, but it was still in one piece. Two axles are now on their way.

I believe it's a not uncommon experience in this model. Maybe the rough country roads when new or a bad batch of heat treatment — who knows?

It was an interesting experience to revisit a diff overhaul after a long absence, but all fairly easy on this oldie.

Don't forget the Dawn Patrol in September. Looking forward to our Yass catch up. ■



1. The offending fan belt, close to letting go but somehow still hanging on
2. It wouldn't happen to a Dawn! The Vauxhall axles, one broken, the other twisted

REGISTER EVENT: DAWN PATROL

YASS, NSW | 23-25 SEPTEMBER 2022

The Dawn Patrol rises again for 2022!

The Silver Dawn/Mark VI Register invites all Club members and friends, regardless of vehicle, to its annual weekend away.

Reserve your accommodation at the Thunderbird Motel, 264 Comur St, Yass 02 6226 1158 or reception@thunderbirdmotel.com.au

Please, you *must* contact Robyn after booking a room! Event details will be provided when you do.



SILVER CLOUD, BENTLEY S SERIES, PHANTOM V AND VI REGISTER | 

Colours that come and go

>> MARTIN BENNETT (ACT), B25CT

Coloured wires are very helpful, except when the colours fade away

The early post-war models used PVC-covered wiring for their chassis and standard steel saloon bodies. Some coachbuilders made the same leap into the modern world. This wiring was so tough and long-lived that rewiring is seldom, if ever, needed.

However, the colours in which this type of wiring was available were limited, and with the introduction of the Silver Cloud and S Series cars, with their increasingly complex wiring, more colour-codes were required, and the Company saw fit to change to cotton-braided wiring. In effect this was a reversion to pre-war practice (though before the war the insulation under the cotton braiding had been rubber, of which the less said the better).

The new system allowed for a far more

extensive range of colour-coding, with 'tracer' colours in addition to solid braiding colours. A glance at a wiring diagram such as that of my S2 will clearly show these wiring colour codes with 'tracer' colours.

So far, so good, and when new it was all perfectly satisfactory. However, after 60-plus years the cotton braiding deteriorates at the exposed ends where the wires protrude from the insulation tape binding. It also fades to the point where no colour-coding is discernible. The underlying insulation is black, which doesn't help!

Another change introduced for our models was that the black PVC flexible sleeving that used to enclose the wiring was discontinued in favour of binding with black insulation tape. That change facilitated the building of complete wiring looms away from the car, which were then installed in one piece at a pre-determined stage on the build line.

I mention all of this as a warning in case you need to identify or trace any wiring,

as I needed to on our return from April's Head in the Clouds Register jaunt.

Our S2's generator light came on soon after leaving Cooma. We made it home on battery power, and the fault turned out to be a need for new brushes in the Lucas C48 generator — a task easily carried out by our local auto-electrician.

However, the disappeared colour-coding of the wiring's cotton braiding was not at all helpful, and I had reason to rue the day Rolls-Royce abandoned the tough, colour-fast wiring that I had become accustomed to on my Silver Wraith.

In terms of the wiring diagram supplied with the owner's handbooks, owners of Series 3 cars, in my opinion, are less well served, as the wires are shown simply as thin black lines with their insulation colours identified by letters — for example, BL for blue. Even with my electrical background I have more difficulty interpreting these S3 diagrams than the much clearer earlier ones printed in colour. ■

RROCA REGISTERS

Silver Ghost

Registrar | Ian Berg

Small Horsepower

Registrar | John Rowney

Derby Phantom

Registrar | Frank Carroll

Derby Bentley

Registrar | Wayne Fitzgerald

Silver Wraith, Silver Dawn, Bentley MkVI and R-type

Registrar | John Harriman

Silver Cloud, Bentley S Series, Phantom V and VI

Registrar | Martin Bennett

Silver Shadow, Bentley T Series and Derivatives

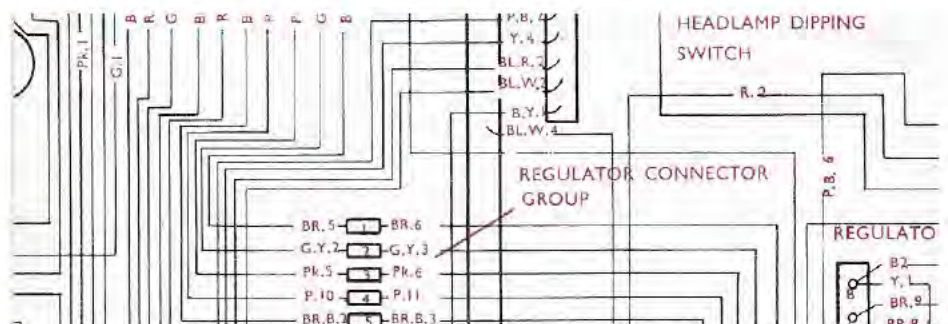
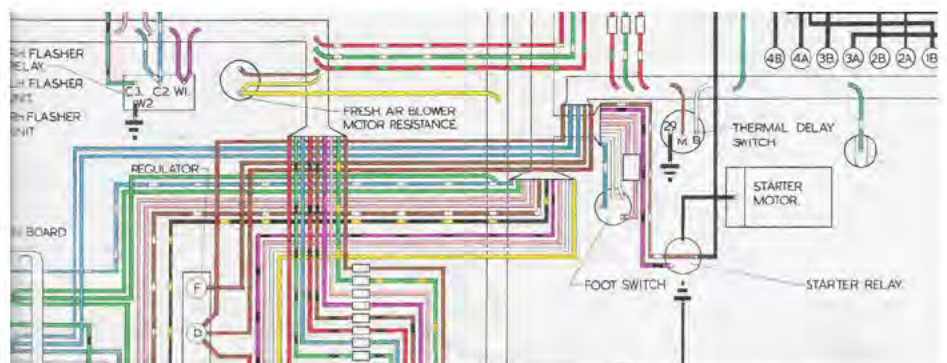
Registrar | Gareth Bryant

Silver Spirit, Bentley Mulsanne and Related Types (SMART)

Registrar | Bruce Duncan

Post 2003

Registrar | Ralph Plarre



The wiring diagrams for the Series 1 and 2 cars (the latter is shown, top) had the wires printed in colour to match the colours of the cotton braiding, including 'tracer' colours. For the Series 3 cars (above) the wires are shown simply as thin black lines with the braiding colours indicated by letters



Yarrawonga weekend away

>> GARETH BRYANT (VIC), SRH24334

The Shadow Register's weekend away will be ... cactus! And lakes. And barefoot...

The date for our annual getaway for the Shadow Register is fast approaching. Our last trip to Merimbula was great fun so I hope to see many members attend. And please remember, all RROCA members are welcome regardless of your Rolls-Royce or Bentley model.

ITINERARY

Check in at the Sebel Yarrawonga Silverwoods at 2pm on Friday, 19 August. There is separate manned security parking for members' cars.

Bus or self-transfer from 3.30pm to the Yarrawonga-Mulwala Golf Club Resort for welcome drinks and a game of Bare Foot Bowls. Dinner will be in the Fairway View Room in the Border Bistro from 6pm. Drinks and meals to your own account. Bus or self-transfer to the Sebel.

The next morning at 9.30am we will head off for a scenic drive to Echuca, stopping along the way to see the unique and iconic Cactus Country Garden, Nursery and Cafe. You have to see it to believe it!

We will arrive in Echuca around lunchtime, where you can take in the sights and history of this town nestled on the Murray River. Lunch of your own choice before heading back to Yarrawonga.

The rest of the afternoon at leisure to enjoy the Sebel's facilities or to take time out in Yarrawonga.

We will have pre-dinner drinks from 6pm on the terrace of the Coghill Room at

the Sebel, overlooking Lake Mulwala.

Dinner will be a three-course 'feasting menu'. Dinner will be charged to your room and drinks to your own account.

Sunday morning checkout to head home, or stay longer if you choose to.

COSTS

Accommodation: from \$250 per night (breakfast not included).

Bus transfer: compliments of the Sebel.

Bare Foot Bowls: \$2 (pay at venue).

Cactus Country Garden entry fee: \$15 (pay at venue).

Saturday Dinner: \$75pp (charged to room account).

BOOKING PROCESS

Get on [Trybooking.com](https://trybooking.com) to register your attendance. Search: Rolls-Royce and Bentley Yarrawonga weekend getaway. Or simply go to trybooking.com/CAIJA.

Then book your accommodation at the Sebel: email h9941@accor.com or phone (03) 5745 9100, mentioning you are with the Rolls-Royce and Bentley event to get preferential pricing.

Victorian members will meet at the Chocolaterie and Ice Creamery in Yarra Valley before heading off to Yarrawonga and having a lunch stop at the Mountain View Hotel in Whitfield. Ray Delaney has organised the route. I encourage NSW and ACT members attending to do similarly and add to the event's itinerary.

Happy and safe motoring! ■

THE SIR HENRY ROYCE FOUNDATION

FJ English Award for Club Photography

Entries are invited for the 2022 FJ English Award for Club Photography.

The winner receives a cash prize of \$500. The competition is open to members of the RROCA. The photograph must be taken at a RROCA event in 2022/23, with a limit of one entry per member.

The photograph must exemplify the spirit of Rolls-Royce and Bentley motor cars as well as the friendly atmosphere of Club outings.

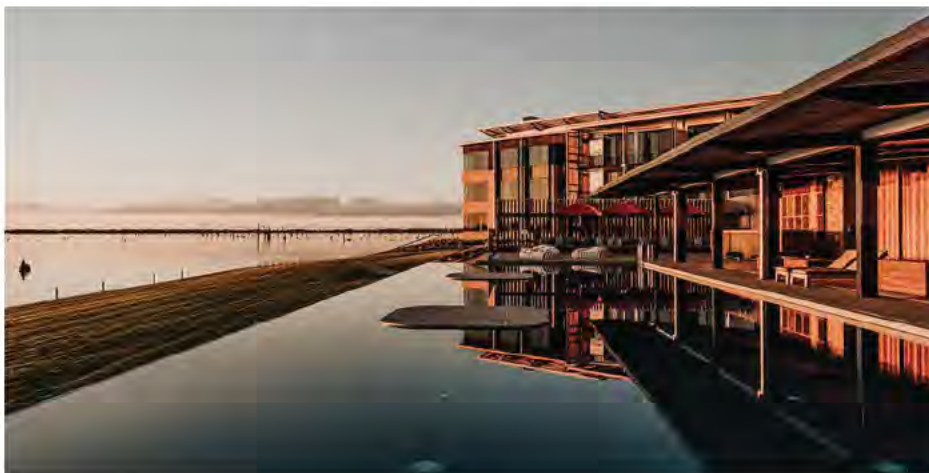
The artistic composition of the subject material will be taken into account. Quality is important, too, so please use your camera's highest quality settings for best results.


Last year's winning entry (below) was by Greg Coombes (QLD).

You can browse previous winning photos on the Sir Henry Royce Foundation website, at www.henryroycefoundation.com.

Entries close 20 March 2023. The winner will be announced at the next Federal Rally in South Australia in March 2023.

Please email entries to the editor of *Praeclarum* at editor@rroc.org.au.



POST '03 REGISTER | 

The Register grows

>> RALPH PLARRE (VIC), AD907238, BAB15561, BGE48195

And the Phantom VIII Series II distinguishes

We have another member to welcome to the Post '03 brigade. Longstanding RROCA (VIC) member and avid enthusiast Gerald Swinnerton has just acquired a 2004 Bentley Continental GT to park alongside his lovely 1950 Mk VI Bentley. It's a very handsome and beautifully maintained example in Black Sapphire with Saffron interior and I am sure he will enjoy its wonderful W12 smoothness and power!

Congratulations, Gerald.

We were delighted to welcome Chris Hope as our guest speaker at the Victorian Branch's July monthly meeting at Bill Allsep House. His informative and entertaining presentation brought us up to date with happenings at Goodwood.

The latest on the Rolls-Royce front is some subtle and, I think, fabulous styling changes to Phantom VIII, now called Series II. It is hard to believe that Phantom VIII has been out for five years already! While there are no mechanical changes to the current magnificent format, I think the 'new expression', as it is termed, takes some styling queues from the fabulous and completely bespoke Boat Tail, of which only three have been built.

The front has some stronger horizontal

elements that distinguish it even more. The wheels have been given a subtle change and add gravitas to the look, as well as detail changes to the door handles.

The headlights now have an intricate 'starlight' surround.

All this is part of Rolls-Royce's move even further into the bespoke realm. With global demand for Rolls-Royce products at an all-time high, the company has made a commitment to limit supply, with the only expansion at Goodwood planned for the bespoke department.

Cullinan and Bentayga still maintain their positions as sales leaders at both companies and at this stage I think the only high-end automaker that does not have an SUV (or should I say SLV — Sports Luxury Vehicle) to date is Ferrari and that will change imminently with a super high-performance 'high riding' model named Purosangue. Welcome, Ferrari, to the new world of elevated 4WD luxury!

Marg and I are in outback Australia for a couple of months. Yes, I know — Toyota country. If you want a good August event make sure you book for the Shadow and Post '03 run to Yarrowonga on 19-21 August.

In the meantime, stay warm and as dry as possible and happy motoring. ■



1. Chris Hope addresses the Victorian Branch in Bill Allsep House
2. The Phantom VIII Series II features stronger horizontal lines
3. Gerald Swinnerton's lovely brace of Bentleys

Why acceleration is such a taxing issue

A five-speed gearbox won't make your 20hp any faster

Keith Wherry introduced me to Tom Batchelor at his home in Reno, Nevada some years ago. Tom was the curator of the Harrah Collection for many years so knows a thing or two about old motor cars.

He owns 1924 GRK27, which his father bought in the 1960s. It was one of the first Twentys to arrive in the USA as a chassis. It was fitted with a Brewster Brougham. Prior to sale by the first owner, HJ Chisholm, the Brougham was removed and the chassis complete with its mudguards, drum lighting set and bumper bars, was sold and then fitted with a roadster body from a Packard (pronounced by the Americans as *pack-ed!*) which is still fitted.

Tom has returned it to concours condition, but I could tell that he was disappointed with its performance. The Twenty's engine was a response to an English tax issue. Compared to similar American cars, the Twenty was seriously underpowered. Tom was considering fitting a five-speed gearbox which, in my opinion, would not have helped much, as the engine is designed to provide lots of torque over its range for the purpose of avoiding gear changes.

Such a box would help in maintaining speed up hills, perhaps, but not acceleration.

I suggested to Tom that the way to get the best out of a Twenty was by anticipation and so keep the car moving at traffic lights and the like. In this way, progress can be surprisingly pleasing, accompanied by better comfort and indeed fuel economy.

So far as fuel economy is concerned, the price of petrol in Britain and Europe has risen alarmingly, so much so that the issue is influencing the use of vintage cars there. It will be some time before I forsake the Twenty for an Austin Seven!

TOUGH TWENTYS

Rick Thege, who owns 1929 GVO2, the latest Twenty in Australia, has recently carried out some major work including

having a new crown wheel and pinion made and fitted. Most seem to have the view that the differential on a Twenty never needs attention.

Rick found, as I did some years ago, that all the differential components were worn out and needed replacing. He found, as I did too, that one of the axles was bent. In both cases, this possibly resulted from damage due to an accident.

I know that in the case of my car, a VW crashed into the hub of the nearside rear wheel while I was driving in Canberra in the 1960s. The Twenty appeared to suffer little damage apart from the wheel itself, but the VW was a write-off as its front suspension and wheels were removed.

Rick and I were amazed that both Twentys continued in use for many



Tom Batchelor's GRK27, returned to concours condition

years before any issues emerged. As Bert Ward commented to me many years ago, "Twentys are tough."

Rick mentioned that the carburettor on GVO2 was flooding. The air holes in the cap for the float feed valve were blocked, creating a vacuum in the float bowl, thus causing the flooding.

BOB ROBERTS

Bob Roberts has had success in England with his Twenty (GUK76) winning the major touring-class prize at the RREC National Rally. Bob has been preparing for the trip as well as the car for some time.

It certainly has been a marathon undertaking considering both the



DAVID DAVIS (NSW), 42G1

restrictions of COVID and the regulations regarding the transport of cars internationally these days.

Bob particularly wanted to join the Twenty Centenary celebrations in England. He has owned several Rolls-Royces over the years and it is pleasing to see how he asserts that the Twenty is the best!

CHANGE DOWN EARLY

The Sir Henry Royce Memorial Foundation in England is indexing Rolls-Royce records under the guidance of Graham Mead. The mind boggles at the delights to be had in reading all the stuff relating to the Twenty. We will be able to see why Bert Ward was right when he stated the Twenty wasn't sufficiently tested before going on sale.

One of the memos, dated 30 May 1922,

which required a magnifying glass to read, is published in the latest *Spirit and Speed*. It is from Royce to all and sundry, headed "Re Goshawk Run to Deal". Distance: 270 miles. Running time: 10 hours. Consumption: 11 gallons. Amazing! He averaged 25.5 miles to the gallon! Perhaps an average speed of 27mph is the answer, although one has to keep the heavy flywheel going to get anywhere in a Twenty.

His comments on the running of the car related to tune and would indicate that he might have taken it without warning to those responsible for it. In

addition he comments, "Care must be taken with this car compared with the 40/50 not to hang on the top gear or the second gear does not come up to expectations, otherwise quite good on hills."

What he identified is that it is better to change down early on a steep hill rather than later. ■

"THE FLEXIBILITY OF THE ENGINE OPENS AN ENTIRELY NEW CHAPTER OF POSSIBILITIES"

Illustrated Sporting and Dramatic News
9/12/1922

1925 New Phantom (56MC)



Excellent condition. Brewster Torpedo Sports Saloon body (number 5051), a unique design. 56MC was the first New Phantom to reach the USA. Winner of the Vidler Shield for Age and Authenticity and various class trophies. \$220,000. Peter, [redacted]

1955 S1 James Young (B488AN)



Rare all-aluminium bodied Bentley S1 James Young saloon. Design No Bio. The only one of its type in Australia. Excellent condition. Fully restored period-correct interior with Connolly hide, new head cloth and wool carpets. Walnut veneer woodwork restored. Midnight blue paintwork refinished. Recent body mount repairs, re-electroplating of all window frames w/ new guides. Bumper bars and grill shell re-chromed. Brakes overhauled and serviced. Very well cared for. Complete set of correct tools, extensive history file with copies of original build sheets. Original owner's handbook, workshop/service manuals. James Young produced just 27 of the Bio design on the S1 chassis featuring distinctive external/interior fittings. Coachbuilt S-type cars are extremely rare, the only body parts common to the standard S1 being the bonnet and windscreen. Boot yet to be restored, could be undertaken on negotiation. \$98,500 ono. Reluctant sale. [redacted]

Silver Shadow (SRH4487)



Engine number 4487. Not particularly original but running well and over 200,000 miles. Formerly the Sleeping Shadow. An enthusiast's car! Reg 66598H, not transferable. Electric sun roof, four-barrel carb, thermo fans. Asking \$22,000. [redacted]

1972 Corniche FHC (CRH13134)

Ivory with dark burgundy interior. A superbly elegant car. Excellent condition inside and out – body/paintwork, leather, timber, mechanically. Fastidiously maintained by RA Chapman and UK Motors. Bare metal respray 6 years ago. All Corniche features plus new over rugs, cocktail cabinet, factory fitted head



restraints and a discreetly fitted reversing camera with blue tooth phone/stereo (which could be removed and replaced with original tape deck console). One of the best examples available in Australia. Fastidiously maintained and will have its annual service before being sold. \$80,000. [redacted]

1977 Silver Shadow (SRH26331)



Originally owned by John Laws, then Feasts Classic Car Collection and in 2017 to Malcolm and Janet Kentish (SA). This car is in good working order with 65,000km. More photos available on request. Asking \$35,000. [redacted]

1995 RR Spur III (ANS55236)



Due to my advanced age and related infirmities, I reluctantly offer for sale my 1995 Silver Spur, which is garaged in Hobart. A rare and well-known car in RROCA circles. One of only a few late-series Silver Spurs in Australia. The last model made under UK ownership. Silica Metallic with Mushroom Connolly hide. Build date 05/1995. Australian delivery to the British High Commission, ACT. I purchased it in July 2004, at 149,000km. Now reading 244,072km. The star of the book Rolleround Oz. A great touring car, with many improvements from standard delivery. Powerful non-turbo engine assembled by Cosworth, with a Cosworth engineered head. Torque: 571Nm @ 55km/h. Power: 116KW @ 90km/h. Dyno tested 3/2005 by Rob Chapman. New tyres during service by NBS Brisbane 05/2019, due to age, not wear, and only 5280km since. \$82,950 ONO. [redacted]

2018 Mulsanne (BMJ03848)



Unique Mulsanne, as new, only 5115km. Sold new 3/2019, recently serviced, extended Bentley

warranty till 3/24. Finished in Silver Storm Metallic, with contrasted Linen diamond-stitched quilting hide with multi-zone massaging seats. Some of the options are large panel sunroof, 21" Classic polished sports alloy wheels, digital TV tuner, bright stainless steel grille, corner view overhead camera, and much more. \$649,995. [redacted]



Wraith parts

Offers sought for ex 1949 Silver Wraith WDC77. 4 1/2 head and gearbox, both believed to be in excellent condition and both suitable for earlier Mk VI or Dawn. Located Brighton, Melbourne. [redacted]

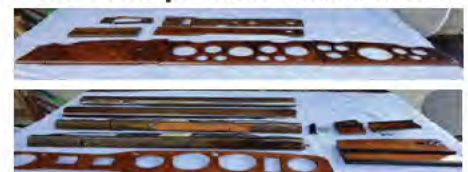
[redacted] but lousy reception. Leave a message and I'll call back.

Silver Shadow parts



Engine #SYL19347, incomplete but turns easily. Auto trans, working. Drive shaft, long w/base. Inlet manifold and carbs. Starter motor. Steering box and links. Front subframe. Enthusiast parts, all offers considered. [redacted]

Shadow & Spirit dashboard wood



Pic 1: Dashboard wood veneer facia for Silver Shadow. Year unknown. In very good condition. \$400. Pic 2: Complete set of wood veneer fittings for Silver Spirit, 1985. Veneers will require attention. Wood base in good condition. \$350. [redacted]

Various Rolls-Royce items

Rolls-Royce Time Chart circa 1904-1990 captured in four framed prints; \$1800 for set. Rolls-Royce model car, battery operated, one of four; \$1,000. Secondhand front guard to fit Silver Dawn or Mk VI; \$600. New door skin in bubble wrap to fit a Silver Dawn or Mk VI; \$1,000. Four Rolls-Royce wheel caps to fit a Silver Spirit; \$250 each. [redacted]

PRAECLARUM CLASSIFIEDS

Placing a classified advertisement like those above is free for RROCA members*. It's not only free, it works. Simply submit the text and photograph(s) to editor@rroc.org.au. Text should be short. Photos must be digital images of at least 1MB size. Ads for cars must include chassis number and asking price. Ads may be edited to fit available space and conform to a standard format, and may be rejected at the discretion of the editor. Your ad will run for two issues unless sold earlier. Longer duration available on request. Classified advertisements must be factual and accurate. People misrepresenting cars, parts or services will be denied further use of this space.

*Excludes trade ads. Non-members are charged \$38 for ad and photograph.

DISPLAY ADS IN PRAECLARUM

Larger display ads are available to members, non-members and trade. Full page, \$600; half page \$320; quarter page \$160. Inquiries to editor@rroc.org.au. Parties dealing in motor cars must, where required by law, quote their dealer's licence number and comply with all other statutory requirements relating to advertising. RROCA reserves the right to refuse advertising deemed unsuitable.



THE SIR HENRY ROYCE FOUNDATION

Research Award

The Sir Henry Royce Foundation Archive has a significant collection of historical material on both Rolls-Royce and Bentley in Australia in general and on RROCA and individual Branch activities in particular.

To encourage the publication of research based on this important archive material, the Trustees have initiated the Sir Henry Royce Foundation Research Award.

This Award, with a prize of \$500, will be presented annually to the person who, in the opinion of the Trustees, has made the best use of the Foundation Archive to research a topic of Rolls-Royce and Bentley interest and who has published this research in *Praeclarum* or in any other publicly available media of wider distribution.

The key driver of this award is the use of the Foundation Archive as the basis of the research and the published result. The Award is open to all, not just members of the RROCA, and closes on 17 March 2023.

The winner for 2022 of this annual award will be announced at the 2023 RROCA Federal Rally.



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