

FOR ROLLS-ROYCE AND BENTLEY ENTHUSIASTS

PRAECLARVM

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

No. 1-23 February 2023



BOB AND THE BRITS

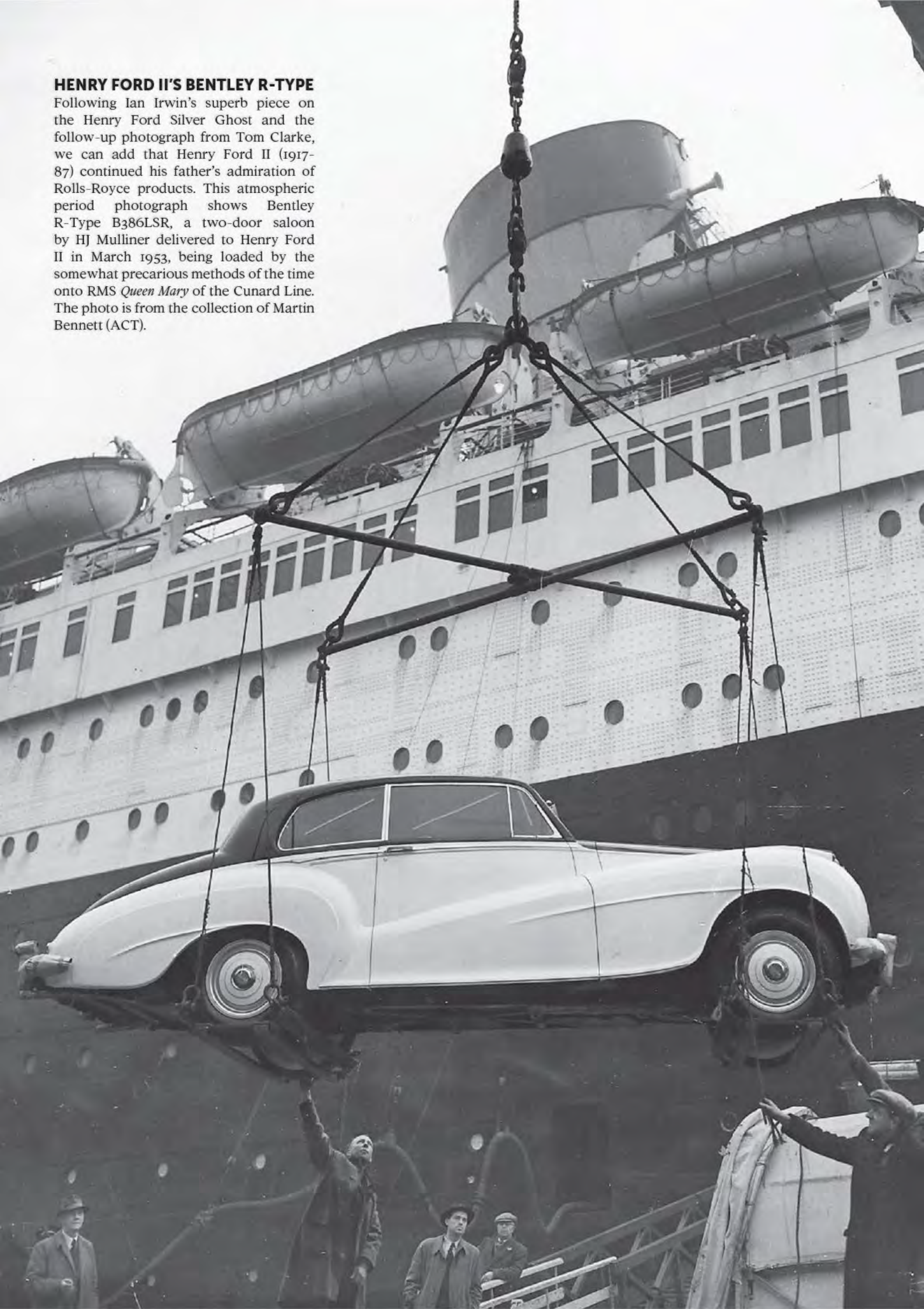
MR ROBERTS AND OLD MARJORIE GO TO ENGLAND

'ROYALTY' ROLLS-ROYCES

HOW THE COMPANY TRIED AND FAILED TO WIN ROYAL FAVOUR

HENRY FORD II'S BENTLEY R-TYPE

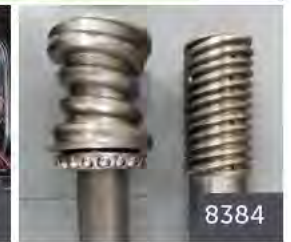
Following Ian Irwin's superb piece on the Henry Ford Silver Ghost and the follow-up photograph from Tom Clarke, we can add that Henry Ford II (1917-87) continued his father's admiration of Rolls-Royce products. This atmospheric period photograph shows Bentley R-Type B386LSR, a two-door saloon by HJ Mulliner delivered to Henry Ford II in March 1953, being loaded by the somewhat precarious methods of the time onto RMS *Queen Mary* of the Cunard Line. The photo is from the collection of Martin Bennett (ACT).



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Quiduis recte factum quamuis humile præclarum
Whatever is rightly done, however humble, is noble.

HENRY ROYCE, 1924



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FRONT COVER

Tony Wood's (VIC) lovely Silver Dawn, SOG36, enjoys some Tasmanian sunshine during last year's tour of the island, organised by the Victorian Branch. Brian Carson (QLD) was on the trip and captured the image.

Articles and Features

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Praeclarum (ISSN 0159-4583) is published six times a year by the Federal Council of the Rolls-Royce Owners' Club of Australia. While every care is taken to check information published, no responsibility can be accepted for errors. Views expressed by the editor and contributors are their own and do not necessarily reflect the policies of the Club. Nothing in this journal, including any advertisement, should be construed as endorsement by the editor or the Club of the quality or suitability of any product, service or procedure.

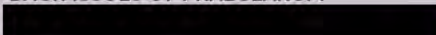
CHANGE OF ADDRESS

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 (the old site, rroc.org.au, still holds valuable information, too)

BACK ISSUES OF PRAECLARUM



Incorporation of the Federal entity

Your Club needs your views about incorporation

All Branch members will be aware we formed a Federal subcommittee to look carefully at the style of entity best suited for the RROCA Federal body in the future. A brief overview was published in *Praeclarum* 6-22 (December 2022), on page 8333, for your information.

The Committee charged with this task included a member from each Branch as selected by that Branch's members, namely Ian Oliver (ACT), Steven Berveling (Chair, NSW), Brian Carson (QLD), Carol van der

limited by guarantee seems the most logical). Assuming this is agreed we will then need to decide if the supporting two documents, viz a Constitution and a Deed, are appropriate to the new incorporated entity in the future.

This means all of us, as RROCA Branch members, need to review and consider what is being proposed and make certain our respective Branch delegates know and understand our wishes. By doing so, we will provide the guidelines our delegates will follow when voting at the AGM.

It is particularly important the views of the attending Branch delegates reflect the wishes of their members as the drivers of the proposed changes to the RROCA to ensure our friendly organisation is

relevant to its members. We urge you to discuss these issues with your Branch's representative on this important Federal subcommittee before the Annual General Meeting on 24 March.

“All of us need to make certain our delegates know and understand our wishes”

Pennen (SA), Brian Williams (VIC) and Stan Stroud (WA).

The subcommittee recommended that the Federal body incorporate as some form of company. This proposal will be discussed and decided at the AGM of the RROCA scheduled for Friday, 24 March at the 2023 Federal Rally based in Hahndorf, South Australia.

It is important Branch members are aware of what is happening and let their Branch executives understand clearly how they would like this process to proceed.

Following the usual housekeeping items at the RROCA AGM we will then consider the issue of incorporation and the style of entity (probably a company

2023 FEDERAL RALLY

Members are certainly looking forward to our next Federal Rally if bookings are anything to judge by. Accommodation venues are heavily booked as we anticipate a wonderful few days in and around the historic town of Hahndorf.

If you haven't booked yet and are planning to participate then I urge you to hurry and make your booking ASAP. It is shaping up to be a great Rally. ■



BRUCE DUNCAN (NSW)

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Secretary: Brian Williams

WA | rrocawa.com

President: Stan Stroud

Secretary: Alan Dickson

TAS SECTION | rrocavictoria.org.au

Mike Williams



RROCA cars in South Australia for the 2018 Federal Rally [Brian Carson photo]

Four score and twenty-one Topics

David's milestone, Henry's Latin and Mick's loss

It is fitting that as the Rolls-Royce 20hp enters its 101st year, David Davis publishes his 101st Twenty Topics (p8389). In the 17 years or so it has taken him to reach this milestone, his column has evolved from being exactly what its name suggests into something that covers a broader range of subjects while still being a parochially Twenty-based read.

Twenty Topics is always entertaining and informative, and deserves its status as a column in its own right rather than being part of the Register reports.

I think we may have short-changed David, though. According to my maths, David should have written 105 Twenty Topics. Perhaps he missed a few issues since *Praeclarum's* August 2005 edition? Or maybe it's time to drop the numbering of his columns? Such things are traps for editors.

Whatever the number, it's a superb achievement on David's part. I've dealt with few writers who can remain inspired to produce such varied, relevant and digestible stories for so long.

WELEASE WOGER!

Speaking of editorial traps, one has been sprung. Sharp-eyed observers will have noted the fact that I have changed Henry Royce's personal motto as it appears on the contents page. I am personally responsible and will take all the blame. All I have done is change "v" to "u" throughout, so the motto hasn't changed, just its presentation.

If you read Geoff Down's article on p8379, you will understand the change.

I generally approve of using our language in a modern fashion. Hence this club is the RROCA, not the R.-R.O.C.A. as our Deed has it. No one will ever persuade me to type all those superfluous full stops or the ridiculous hyphen. An abbreviation should be brief! Or *abbreviationem debet esse brevis*, you might say. Or is that *abbreviationem debet esse brevis*?

It was hopeless trying to research the legitimacy of Geoff's statements about the correct modern use of u, v, U and V in Latin text. Apart from the fact that my Year 7 Latin refused to come to the fore and help, I realised there is a frightening depth to his simple comments that "much academic ink has been spilt on this one". I accept his

assertions and his comment that the way we had it was a bit of a "muddlement".

However, I don't think I'll be drawn into publishing a series of articles debating it.

Modern use of the language allows me to spell *Praeclarum* without using a ligature for the "ae" and I'll stick with that style because it's quick and efficient, therefore less likely to result in errors getting through. The formal use appears in the masthead and next to our page numbers, but it will remain *Praeclarum* in the main text.

THE SPIRIT HAS LEFT ME

My decision to sell my 1989 Silver Spirit ASK26892 was easier than I thought it would be, though no less sad for the fact. Yes, after less than four years of what was meant to be a long-term union, my Silver Spirit is no longer mine.

Changed circumstances meant that if I'd kept it, it would have sat, and sitting does not suit a Silver Spirit. I couldn't bring myself to inflict that fate on the car.

In the time I owned it, we travelled more than 40,000km, a bit of a pleasant surprise for a car that had only managed 108,000km in its first 30 years. As a country car, the Spirit proved to be a practical and extremely comfortable daily driver, although 'daily' would be exaggerating; we'd be out once or twice a week, with regular long-distance runs as well. And read 'practical' in a relative context! It was no Camry.

Inevitably, the 30-year-old car had issues at times, exacerbated by its low-kilometre history (I told you they don't like sitting). Lots of seals and bushes, and all the wheel bearings, had to be replaced. The air conditioning unit and alternator packed it in. Accumulators, suspension struts, the list went on but we got through it all and I would have driven that car until it had three or four times as many kilometres under its wheels if I hadn't taken on a role that called for a four-wheel drive. Oh well.

I would recommend a Silver Spirit for regular use if you're that way inclined and you think your circumstances would suit it, but do first understand the ins and outs of the model and drive a few before you take the plunge.

Happily, the Silver Spirit has gone to a good home within the Club. ■



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, Pages, 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 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

10 March for the April 2023 edition.

Coolum's incredible treasure trove

Plus the Shadow acquisition and Phantom V gearbox

BRIAN CRUMP (NSW),
SHRF CHAIRMAN OF TRUSTEES

As this edition of *Praeclarum* is being sent to you, SHRF Trustees are preparing to meet in Melbourne at Bill Allsep House to take delivery of the Silver Shadow kindly donated by Marion and Barry Drake of Victoria. We sincerely thank Marion and Barry for their generosity, and we assure them that the Shadow will be a splendid ambassador for the Rolls-Royce and Bentley movement in the custodianship of Hugh King in NSW for the next year. We also thank Peter Eppel and Christine Le Jeune (NSW), who have undertaken to drive the Shadow to Sydney.

Meetings such as this give Trustees the opportunity to meet with the volunteers who staff the Archives at Bill Allsep House and to share lunch with them as a way to thank them for the splendid work they do in sorting, accessing and cataloguing the records of the Archives. The Volunteers deserve a very special mention as it is they who keep the Archives operational through their regular meetings and work days. Thank you!

In the last Foundation News, you will recall we spoke about the availability of items from the Rolls-Royce Heritage Trust (UK) which have been selected for display by the Foundation in Australia. We are still in need of help to make this happen and if you are in a position to assist in any way we would be keen to hear from you.

The Foundation has also received a large number of magazines, books and other materials from Norah and Rex Vincent (NSW) and these items are now at the Archives awaiting cataloguing. Thank you Norah and Rex for your generous donation of relevant materials and also

for arranging delivery direct to Bill Allsep House. The Foundation relies strongly on such donations and I would encourage you to consider donating any items relevant to Rolls-Royce and Bentley that you might find are surplus to your needs.

Meanwhile, the Coolum Showroom

Monday of each month from 9am to 1pm and at other times by appointment for group tours.

If you are visiting Coolum, do give Joan and Frank a call and make a time for a visit. They will ensure you're very welcome.

Currently at Coolum there are 34 cars on display, many belonging to individual members. You will find a Lagonda chassis with alloy engine designed by WO Bentley, six Rolls-Royce engines of note, two 1/12-scale model electric cars, 300 collectible small model cars and a 1960 Thornycroft Nubian aircraft tender (fully operational) with a Rolls-Royce B81 engine.

On display you will find a marine-spec Rolls-Royce C8 16-litre diesel engine; a C6 seven-litre supercharged diesel engine; a B60 petrol engine for military vehicles; an FB60 petrol engine for a BMC Van Den Plas Princess R; a Merlin engine with two-stage supercharger designed for a Hornet; a 1989 Tay jet engine from the current model Fokker 100 in Alliance Airlines' fleet; and an Avon jet engine built at CAC Melbourne for a Sabre fighter. Each of these is detailed and mounted on cradles for easy display and your inspection.

As we go to press the ex-vice regal Phantom V in NSW is undergoing its transmission rebuild courtesy of the generous

fund-raising efforts of the members of the RROCA (NSW) and will be shortly back on the road, bearing proud testament to the engineering excellence of Rolls-Royce.

Don't forget to check the Foundation website for the latest news and also to order any publications you have not already purchased.

We do look forward to meeting everyone again at the Rally in Hahndorf ■



A small portion of the Coolum collection. Note the aircraft engines at the rear of the photo

under the management of Joan and Frank Carroll (QLD) continues to promote the Foundation and the engineering excellence of Sir Henry Royce, mechanic. On the first Saturday of each month the Coolum Showroom opens from 7am to 10am in conjunction with the Sunshine Coast Cars and Coffee, attracting upwards of a hundred or more visitors. The Coolum Showroom is also open on the first

Rally entries close 28 February

Only a few sleeps now before it's Rally time!

Our South Australian branch is looking forward to greeting us all for the 2023 Federal Rally in Hahndorf, SA. All indications point to it being a large, vibrant and thoroughly enjoyable event in one of Australia's nicest driving regions.

If you've left it till the last minute, the time is *now* to book your place at the Rally. Late entries are being taken but even they will close on 28 February, and the deadlines for joining either of the Overlanders have already passed.

RALLY INFORMATION

Everything you need to know about the Rally is included in the four-page flyer that you received with your October issue of *Praeclarum*. You can also visit the events section of rollsroyceownersclubsa.com.au, the website of host branch RROCA (SA), with its link to the online booking system.

Accommodation in the area is now very scarce but we only have ourselves to blame after booking out most of it already. If you're still looking, give Rally organiser Rory Poland a ring on 0422 163 827 as he's keeping tabs on last-minute availability.

MURRAY MEANDER OVERLANDER

Entries for the NSW-based Overlander, the Murray Meander, are now closed and with 36 Club members booked in it's a big one! If you have any queries contact organiser Robyn Henderson (NSW): 0427 490 557 or email robyn@sitecat.com.au.

If you have extra time on your hands, [redacted] has organised a pre-Overlander starting in Goulburn on the 13th, via Tumut and the Snowies to Albury on the 15th.

GRAND OCEAN VIEW OVERLANDER

Entries have also closed for the Overlander originating in Queensland, with bookings at capacity. This run is looping all the way down onto Victoria's Great Ocean Road. It has been planned by Wendy and Greg Coombes (QLD), and if you have queries contact [redacted] or at [redacted].

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

15-22 Mar	Overlander: Murray Meander	[redacted]
15-22 Mar	Overlander: Grand Ocean Views	[redacted]
22-27 Mar	2023 Federal Rally, Hahndorf SA	[redacted]
21-25 Apr	NZRRBC 50th Anniversary, NZ	nzrrbc.org.nz
8-12 May	Head in the Clouds 2 (see <i>Praeclarum</i> 6-22)	[redacted]
9-12 Oct	SMART Register Run (see p8387)	[redacted]

Australian Capital Territory Branch — rrocact.org.au

1 Feb	General Meeting	[redacted]
19 Feb	Shannons Wheels Display, Queanbeyan Park	[redacted]
8 Mar	Midweek Cars & Coffee Run	[redacted]
19 Mar	Lunch run to Albion Hotel, Grabben Gullen	[redacted]
5 Apr	General Meeting	[redacted]
16 Apr	Lunch run TBA	[redacted]

New South Wales Branch — nsw.rroc.org.au

15 Feb	Gnl Meeting, CBC. Guest Tom Wheelwright	[redacted]
19 Feb	Open Bonnet Day, Five Dock	[redacted]
23 Feb	Midweek Run, Ebenezer Church	[redacted]
5 Mar	Pre-Overlander Technical Day	[redacted]
13-15 Mar	Pre-Overlander via Snowies	[redacted]
15 Mar	General Meeting, Canada Bay Club	[redacted]
13 Apr	Dineamics Luncheon	[redacted]

Queensland Branch — rolls Bentley club qld.com

12 Feb	Breakfast Run, Birches, Mt Mee	[redacted]
12 Mar	Carpark Capers, venue TBA	[redacted]
16 Apr	Carpark Capers, venue TBA	[redacted]

South Australian Branch — rrocasa.org.au

26 Feb	Run and lunch, Charleston Hotel	[redacted]
5 Mar	All British Day	[redacted]

Victorian Branch — rrocavictoria.org.au

9 Feb	General Meeting, BAH. Partners night etc	[redacted]
20-24 Feb	Gippsland Rally (pre-war cars only)	[redacted]
26 Feb	Brit & Euro Motoring Show, Caribbean Gdns	[redacted]
5 Mar	Kalorama Rally	[redacted]
9 Mar	General Meeting, BAH. M Corban, BP	[redacted]
11 Mar	New Members' Event, Ranelagh Club, Mt Eliza	[redacted]
15 Mar	Midweek run TBD	[redacted]
13 Apr	General Meeting, BAH. Alpine rallies etc	[redacted]

Western Australian Branch — rrocwa.com

12 Feb	Beat the Heat Run, Hillary's to City Beach	[redacted]
26 Mar	Classic Car Show, Ascot	[redacted]
2 Apr	Concours at Stirling Square, Guildford	[redacted]



The ROYALTY

Rolls-Royces



>> DAVID NEELY HLM (ACT & NSW), SHRF HISTORICAL CONSULTANT

Did Rolls-Royce try to gain royal patronage with Silver Ghost chassis 1237, 1524 and 1721 or was it merely a sales pitch?

The word “Royalty” was annotated on Rolls-Royce sales sheets for three Silver Ghosts. Could they have been Royal commissions? Early on, Rolls-Royce managing director Claude Johnson wanted to contest the Royal Family’s patronage of Daimler cars.

Steve Hubbard wrote in *The Roycean*, “In January 1906 Johnson attempted to put the Rolls-Royce name into Royal circles when he offered a drive in the new Rolls-Royce 20hp to the wife of Queen Alexandra’s treasurer. Johnson had driven Queen Alexandra, consort of King Edward VII, in June 1903 and no doubt hoped his renewed contact would lead to Royalty using Rolls-Royce cars.”

“Royalty No 1” in Rolls-Royce records was annotated for 1910 Silver Ghost chassis 1237, as noted by both Ian Irwin (ACT) in *Silver Ghosts of Australia and New Zealand* and John Fasal and Bryan Goodman in *The Edwardian Rolls-Royce*. Could this have been a Royal commission? If so, it would have been King Edward VII (b 1841), who ascended to the throne on 22 January 1901.

While still the Prince of Wales the future King had his first motor car ride in England in a Cannstatt-Daimler on 14 February 1896, eight years before Henry Royce’s first car.

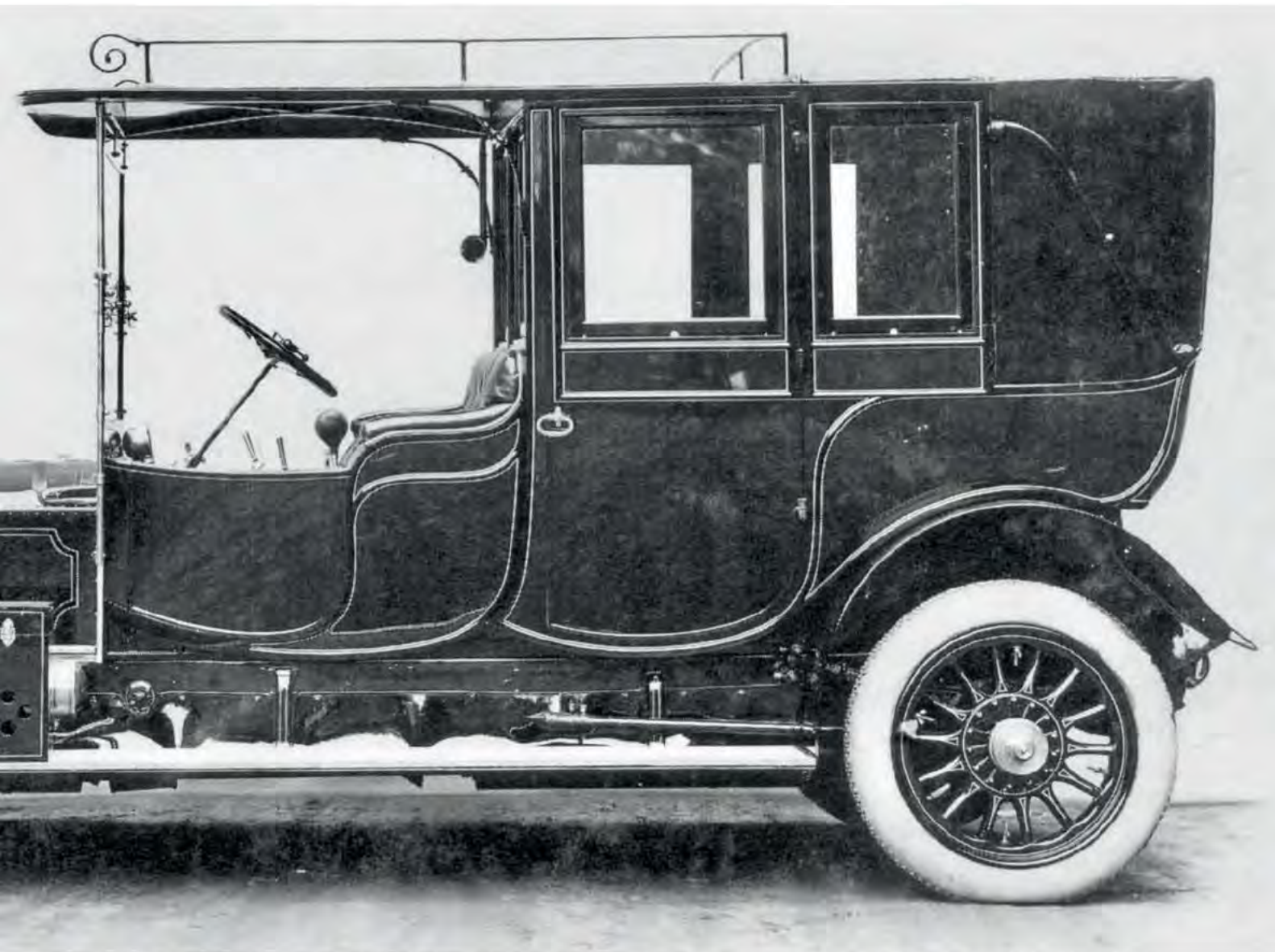
The Prince of Wales ordered three Daimlers in 1900. The first, a 6hp phaeton, was delivered on 29 March 1900. It was restored by the National Motor Museum, Beaulieu, and is preserved in the

Royal Collection at Sandringham. Daimler held a Royal Warrant as motor car manufacturers as early as 2 January 1902.

The first sales sheet headed “Royalty No 1” for chassis 1237 recorded an order for a limousine landaulet design No 3091 from Barkers on 24 December 1909. On 21 March 1910 Dunlop tyres were ordered from “W to fit ex C St. Stock” meaning from the Works, Nightingale Road, Derby and Conduit Street, the London showrooms. Chassis 1237 was now with the Sales Department. This record was crossed out with, “See New Card”.

The second sales sheet recorded, “Woodhouse 40/50 H.P. Rolls-Royce” for chassis 1237. It was sold on 20 June 1910 to Major RP Woodhouse, Newsells Park, Royston, Hertfordshire, for delivery on 29 June 1910 “for chassis”. Woodhouse chose a Roi-des-Belges style body and an order was placed with Barkers on 21 July 1910. The landaulet body was removed and chassis 1237 was delivered to Barkers with a “temporary body” on 29 July 1910.

Woodhouse’s grandson, David Woodhouse, gave Ian Irwin an explanation about the “Royalty No 1” annotation: “The car was originally ordered by King Edward VII, but he died before he could take delivery. My grandfather had an old car, as I understand. He broke down in Conduit Street, and left it by the road in disgust. He walked along into the Rolls-Royce showrooms and asked if they had anything for sale. They said no, but on consideration, said



Above: This is how "Royalty No 1", 1910 Silver Ghost 1237, would have looked with its first body. This is a 1910 Silver Ghost landaulet by Barker & Co [Fasal and Goodman, *The Edwardian Rolls-Royce*]

that they had one ready for the Palace, but as the King had died, it was presumably available. They checked with the Palace and sure enough my grandfather drove it straight back to Royston."

A sales pitch? Because there is a problem. Silver Ghost 1237 was with the Sales Department by March 1910 and King Edward VII died two months later on 6 May 1910.

David's explanation led to the conclusion that the original commission of 1237 had been by King Edward VII. However, there is no corroborating evidence apart from the annotation "Royalty No 1". Had 1237 been a Royal commission it would have been delivered to the Royal Mews in the early part of 1910. However, it was still with the Sales Department in June 1910 when it was sold to Woodhouse.

While the story in the Woodhouse family doesn't add up as told, there was a coincidental Royal connection. King George V was driven in 1237 by Major Woodhouse during the First World War. The King was inspecting troops in Suffolk and there is a photo to prove it (see p8370). David provided a copy to Ian, who in turn provided it for Fasal and Goodman's *The Edwardian Rolls-Royce*.

Was this how the story in the Woodhouse family became embellished over the generations?

When Woodhouse visited the Rolls-Royce showrooms in Conduit Street the sales representative may well have mentioned the car was "Royalty". The genesis of the Woodhouse story? The landaulet body was not required by Woodhouse so it was removed and 1237 with its new Barker Roi-des-Belges body was subsequently delivered to him.

As for what happened to 1237, Ian Irwin continued the story. It was acquired and rebuilt in 1919 by Claude Grahame-White's company; he was, among other things, a car manufacturer well-connected in the motoring industry. That same year, Oscar Asche, an Australian-

born actor, director and playwright, purchased 1237 in London. He wrote, directed and acted in the record-breaking musical *Chu Chin Chow*, which ran from 1916 for five years and a total of 2238 performances. Asche brought 1237 to Melbourne and it was purchased by Edwin Pill in 1926. Pill's business was motor vehicle hire and 1237 was fitted with a saloon body. On a tour near Cooma, NSW, in 1932 it caught fire and was completely destroyed.

“There is no corroborating evidence that the commission had been by King Edward VII”



ROYALTY NO 2?

"Royalty No 1" suggests more were planned. Indeed, the next "Royalty" was chassis 1524. If 1237 as Royalty No 1 was a Company demonstrator to proclaim Rolls-Royce was fit for Royalty then 1524 took this a step further. The very deliberate choice of the coachbuilder, the coachwork and the paint finishes ensured it would look like a Royal Daimler!

The sales sheet for 1911 Silver Ghost chassis 1524 recorded "Wardman" which was crossed out and in its place was written "Royalty", which Ian Irwin also noted. AB Wardman & Sons Ltd, Harrogate, Yorkshire, were automobile engineers and Rolls-Royce agents. They placed regular orders: 23 Silver Ghosts in 1910 and a further two in 1911 before 1524. The date of sale for the Wardman order was 12 August 1910 and a limousine landaulet with a Whitmore body by Barkers was ordered. This order was cancelled and Wardman was refunded the deposit.

The order was changed to a Hooper limousine on 25 November 1910 in accordance with a body specification dated 17 September 1910. On 5 January 1911, 1524 was named "Royalty" when the Hooper body was finally confirmed. Chassis 1524 was sent to the Testing Department on 1 February 1911.

While a new customer is not recorded, the new order placed by Rolls-Royce with Hoopers was for a "Limousine like H. M. The Kings [sic]". This order went significantly further by specifying the Royal colour maroon with black mouldings, red lined, with enamelled blue leather. The choice of Royal colours leaves no doubt that 1524 was meant to match the Royal 1910 57hp Daimler. The completed car with its Hooper body was registered R-1068. "Royalty" was a demonstration car during 1911 and continued as such until May 1912.

"Royalty" then retired from impressing dignitaries in London and departed for Australia. "Angas ex Royalty" was written on the sales sheet when it was purchased by Charles Howard Angas (1861-1928) on 9 May 1912 for immediate delivery to his London residence at Belgrave Square.

The Hooper body was replaced by a brougham body by Grosvenor Carriage Co, which was favoured by Angas. Grosvenor had built tourer bodies on his 1909 Silver Ghosts, 922 and 1126. Soon after construction, 1524 was photographed in *Motor Age* (USA) on 21 November 1912.

Angas named his car "The Dreamer" and it was shipped to the family home in South Australia. The history of 1524 from the 1950s is well documented in the RROCA. Rescued as a chassis in the 1950s by Gavin Sandford-Morgan HLM (SA), it was personally restored with a magnificent brougham body by Charles Wright HLM (SA). The Wright body was donated to the Sir Henry Royce Foundation and the Grosvenor body was replicated by Roger Fry and Sons in recent times.

THIRD AND FINAL ROYALTY

A third chassis designated "Royalty" has been identified by John Fasal. The sales sheets for 1911 Silver Ghost chassis 1721 is marked both "Royalty" and "last Royalty". It was ordered on 18 October 1911 for Arthur Wagg of London W. The order was also later cancelled and the car went to Colonel William Hall Walker, MP (1856-1933), who was created Lord Wavertree in 1919.

It was a Hooper limousine like the other "Royalty" cars and painted in the "Royal Colours Claret - Black" with red lining. The car stayed in the family until 1945. *The Edwardian Rolls-Royce*



1. The body on Silver Ghost 1524 was intended to look like this Royal 1910 57hp Daimler Hooper limousine. Two Daimlers were ordered by King George V in 1910 and this is probably the first, delivered in June
2. The future King Edward VII in John (later Lord) Montagu's 1899 12hp Daimler outside Highcliffe Castle in August 1899. A long association between the Sovereigns and Daimler cars began the following year
3. Charles Wright restored 1524 and personally designed and built this brougham body [*Praeclarum*, December 2000]
4. Major Woodhouse at the wheel of his 1910 Silver Ghost 1237 with Barker Roi-des-Belges coachwork, conveying King George V on a visit to Woodbridge, Suffolk on 10 November 1914 [Ian Irwin, *Silver Ghosts of Australia and New Zealand*, and Fasal and Goodman, *The Edwardian Rolls-Royce*]

records this car was owned by Stanley E Sears in 1946. It was the first major restoration of a Rolls-Royce after the Second World War and inspired many enthusiasts to follow suit.

WJ Oldham in *The Rolls-Royce 40/50hp Ghosts, Phantoms and Spectres* describes 1721 as being “originally built for King George V”. The attribution is mainly based on the Hooper coachwork’s similarity in style, fittings and colour to the King’s 57hp Daimler. There is no evidence that it was commissioned by the King, who, as Brian Smith in *Royal Daimlers* noted, “remained loyal to Daimlers throughout his reign”.

Smith records a diary entry written by the King: “Monday 14 July 1924. Buckingham Palace . . . May and I went to Hoopers’ Works to see the new motor-cars they and Daimlers have built for us; they are beauties.”

The most telling case that these three Silver Ghosts were not commissioned by King Edward VII and King George V comes back to Claude Johnson. Throughout his time as managing director of Rolls-Royce, Johnson sought to install Rolls-Royces in the Royal Mews. Had they been Royal commissions Johnson would have proclaimed it from the rooftops of Nightingale Road or Conduit Street, or both!

Johnson seized on a piece of publicity that King George V was using Rolls-Royce cars in India when the Indian Government ordered eight Rolls-Royces for the 1911 Delhi Durbar. This was not strictly accurate. Sir Charles Friswell’s extensive fleet of Standards and Viceroy Hardinge’s special order of Wolseleys outranked the Rolls-Royces for transporting their Majesties at the Durbar.

Johnson continued his quest and saw an opportunity when the New Phantom was launched in 1925. He suggested to Royce that

it would be good publicity to present one to King George V, but Royce declined. The King soon after ordered a new Daimler and Johnson realised that the opportunity was lost once again.

The reasons for naming “Royalty No. 1”, “Royalty” and “Last Royalty” for Silver Ghosts 1237, 1524 and 1721 remain mysteries.

A straightforward explanation may be that “Royalty” was simply a sales pitch to customers who wanted a car that looked like one of the Royal cars. The colour schemes of Royal Claret and black with red lining and Moroccan Blue leather upholstery were attractive in their own right.

A conspiracy theory may be that although it was in-house naming, they were part of a campaign. Rolls-Royce was seeking to engage Royal interest and show their cars were a match for or superior to the Sovereign’s Daimlers. In short, proclaiming Rolls-Royces were fit for Royalty.

Let’s go for conspiracy, and in the words of Sherlock Holmes, the game is afoot. The prize was the patronage of the Sovereign. However, it would be several Kings and a Queen later before Rolls-Royce was granted permission to display the Royal Coat of Arms. On 2 January 1956 a Royal Warrant of Appointment to Her Majesty Queen Elizabeth, Royal Mews Department, was granted to Rolls-Royce, Ltd, Motor Car Manufacturers. While Rolls-Royce was now entitled to display the Royal Arms, they could not fly the Royal Standard nor use the word “Royal”! ■

Acknowledgements: Assistance from Tom Clarke HLM (WA), John Fasal (UK) and Ian Irwin (ACT); Steve Hubbard, *The Roycean*, 5-2014; Ian Irwin, *Silver Ghosts of Australia and NZ*; David Forward (SA), “Glimpses into the Past”, *Praeclarum*, December 2000; Gavin Sandford-Morgan HLM (SA), “The fall and rise of The Dreamer”, *Praeclarum*, April 2001; Brian E Smith, *Royal Daimlers*; WJ Oldham, *The Rolls-Royce 40/50hp Ghosts, Phantoms and Spectres*.



5. The Grosvenor brougham body on 1524, commissioned by Charles Angas and seen here outside his home, Brougham Place, Adelaide [*Motor in Australia*, December 1914]
6. Stanley Sears restored 1721, a Hooper limousine, after the Second World War. This restoration inspired many veteran and vintage car enthusiasts in the UK. Gavin Sandford-Morgan’s restoration of 1910 Silver Ghost 1425 in 1956 similarly inspired Silver Ghost owners in Australia [coachbuild.com]
7. King George V with 1910 57hp Daimler chassis TC5641, with Hooper limousine coachwork, the second to be delivered that year [Coronation report in *The Car*]



>> BOB ROBERTS (NSW)

Bob says fools and their money are easily parted. Still, you can't take it with you

I was completely surprised to win the 2021 RROCA Concours in Geelong with, of all things, a 20hp car (GUK76). I was proud of my old car and wanted to show the Pommies what Australian craftsmanship was like, as it had its original body by Bryden & McKay of Sydney, a wonderful example of art deco workmanship.

I had never shipped a car to the UK before and I was totally green at this sort of thing.

"How much will all this all cost?" my wife, Georgina, asked.

"I haven't a clue," I said and closed the front door and left. It would be nine months before I would walk back in.

I got a carnet document from the National Automobile Club in Canberra, saying that I wished to drive this 1926 20hp Rolls-Royce throughout the UK and Ireland then home via Denmark, Germany, Russia and Siberia to Vladivostok. Then I'd ship her down to Darwin, drive to Adelaide, swing round via Melbourne and Sydney and finally go home to the Hunter Valley.

The folks in the Automobile Club in Canberra couldn't believe their eyes but they duly stamped my carnet documents.

I got off to a bad start. I thought I was talking to the shipping container man. This proved false, and I was scammed \$5000. I thought I had some brains, but the scammer played me like an old fiddle. I don't really know how this happened, but the scammer just sort of dropped into our computer email conversations, and I believed I was talking to the shipping man all along.

COVID played a problem with shipping, as nobody could give me an exact price to ship a car to the UK; nor tell me how long it would take to get a car over there. I duly paid over the odds: \$15,000.

I left Australia several weeks after the car, thinking I would get all the insurance worked out for the car's arrival. My Australian insurers, Shannon's, would not cover me for this trip abroad.

I am truly a boy from the bush so I thought I'd experience the high life in London with a night or two at the Ritz Hotel. It was a great experience for £950 pounds a night and one I recommend everyone do once in their lives, if only to observe the social etiquette of the

waiters whizzing about the main dining room. It was bloody great!

The next day I moved to what turned out to be the cheapest dive in London, costing 75 quid a night at Marylebone. This was run by a Pakistani gentleman who had subdivided the main rooms of the hotel into bite-size pieces. These rooms were minuscule and the shower was so small you could hardly get in. I swear the mattress only had six springs.

Meanwhile, the shipper lost my car. It ended up on the wharf at Rotterdam for 10 days till they tracked her down.

So I sat in my absolute dungeon of a hotel for six weeks, haggling the price down to 50 quid a day.

I visited London's art galleries and cathedrals each morning. Each afternoon, I tried various car insurance companies to get some coverage. Each night I would reach for the bottle to drown my sorrows over the problems of car insurance, which I couldn't get.

All the UK car insurance companies wanted me to register my car in the UK before I could get insurance and this would take two or three months and mean I would miss the main RREC rally, which was the whole purpose of my trip. I did cancel a rally to France when the car failed to show up on time.

At this point I did contemplate coming home, saying this is a very expensive mistake.

I went to a seminar at Hunt House on maintenance of pre-war Rolls Royce cars. Just to hire a car to get to the three-day seminar was 960 quid. Bloody hell, I thought, and I still months ahead of me in the UK, if I survived that long.

The problem was solved when I went to the Beaulieu swap meet and spent up big, solving my short-term car hire problems by paying £5600 for an ex-government 1987 long-wheelbase Daimler. I felt it was cheap. The V8 roared and growled, the car flew up the road and my depression lifted a bit!

I was now a different sort of tourist, not one that was lugging two suitcases but one who would shortly be juggling two cars. Still, that was tomorrow's problem and I reached for the bottle again!

I struck gold after meeting a fellow Rolls-Royce owner. He recommended Hagerty Insurance. It worked. Hagerty allowed me

"The V8 roared and growled, the car flew up the road and my depression lifted"

Below: A landscape typical of the UK's north country





PART ONE

BOB'S FOLLY



Above: No visit to the UK would be complete without stopping here! Stonehenge is older than both Bob and Old Marjorie put together, though no less interesting and not necessarily any easier to explain

six months' insurance coverage on the 20hp with its NSW historic plates. I could travel anywhere and I was delighted. My drinking problem subsided somewhat.

My car, Old Marjorie, finally arrived two weeks before the main RREC rally at Lincolnshire. After a three-month voyage, the engine fired up on the first tug of the crank handle. I said a little prayer of thanks to Henry Royce. I then cleaned her like a man on a mission.

Old Marjorie looked a treat on the day of the RREC concours. Mr Poonawalla from India was serious competition with his 20hp, which had been pulled apart over the previous 12 months, repainted and reassembled with all the body panels fitting so, so so, expertly.

Also, there were 18 men cleaning his car. I climbed out of my swag on the morning of the concours and when the dew had lifted I rubbed a rag over my car. I was in a different class to the Indian car. Mine was the touring class, whereas he was going for the slam dunk: best on the day.

I knew I would get some sort of prize because I was the maddest bastard on the day, travelling all this way, spending a bucketload of brass just for a bloody ribbon.

Old Marjorie was judged Best Touring Car of Great Britain for 2022, Class 5. I had no more depression after this and my drinking subsided even further.

I decided to buy another Rolls-Royce over in the UK to celebrate this win. I rang Georgina.

"Wow!" she said at news of the concours win.

I said it was a very expensive country to live in and I may end up selling Old Marjorie just to survive the period of my extended stay. I also said it may take 18 months to find a suitable pre-war Rolls-Royce back home to replace her but it'd take minutes in the UK.

I lusted after a 1928 20hp HJ Mulliner doctor's coupe. She was the one but I couldn't fit in the thing and comfortably drive the serious miles we do on our Australian rallies. Besides, we failed to agree on how much my old car was worth. So I moved on.

Next on the agenda was a rally down in Cork, South Ireland. I went via Belfast, only to develop COVID and had to convalesce for a week. I continued on roads that were brilliant with little traffic.

Unbeknown to me, when you cross the Irish border your maps do not work on your phone. They just black out. I drove on in my 95-year-old car. She was running well. I overshot the mark by about 90 miles and had to back track via the Ring of Kerry, with a high pass on a road hacked out of the mountain as well as lesser passes.

My old car was pulling a trailer of over half a ton. She was huffing and puffing by the time I found the venue at about 9.30 that night. The rally was over a two-day period, with some lovely mountain scenery and wild roads to travel on.

"I climbed out of my swag on the morning of the concours and rubbed a rag over my car"

On my return journey, disaster! I had my first tyre blow out at about 10.30am and another four within 24 hours. I can assure you, after the fifth blow-out, if I'd had a revolver in my hands I was ready to blow my brains out.

The Irish rally participants were very helpful in overcoming this disaster, sending tyre repair men to my assistance. Towards the end of the day, they merely said, "Not you again."

About now I realised the route home via Vladivostok was not feasible for a solo motorist.

Up in Harrogate, I did the three-day Great Northern Rally. We did some lovely tours through the Yorkshire Dales. The highlight was a gathering at Harewood House, where I won a prize for the most distant car attending on the day (it was a foregone conclusion).

Following on, I did a four-day rally with some other 20hp-owning RREC members, around the Scotch Corner region of the UK. This rally was great. Over several days, I

jumped in other 20hp cars and travelled in some delightfully original Weymann-bodied models. Some Twenties had an overdrive fitted, which I have decided to fit to my next car.

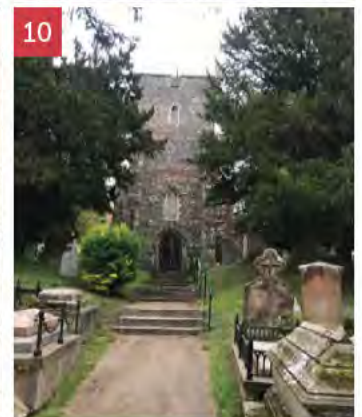
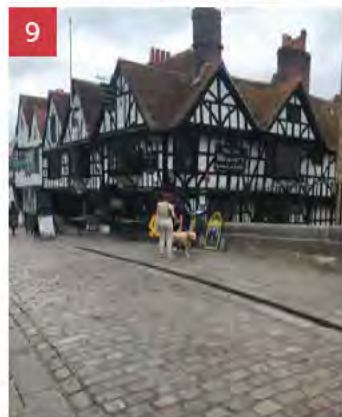
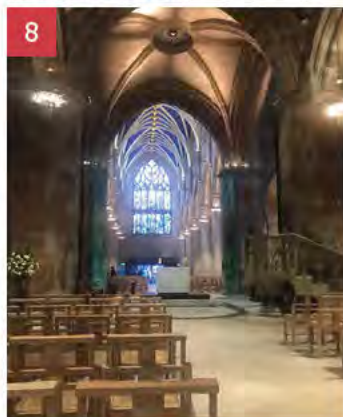
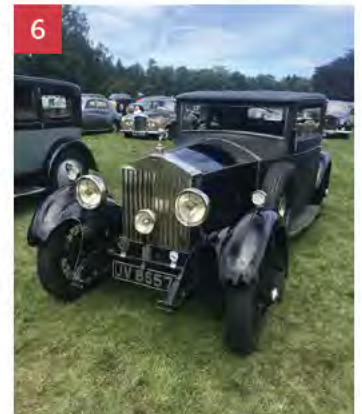
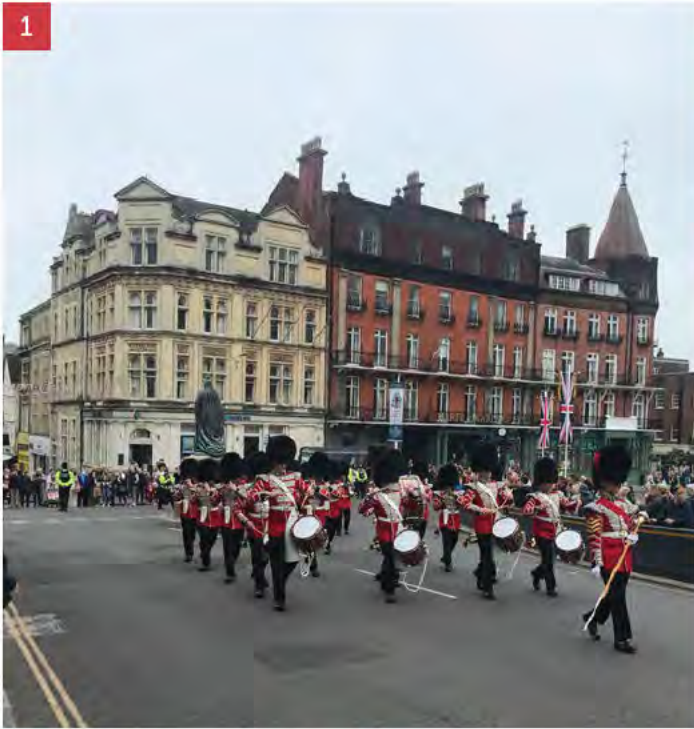
At this rally, I met some mechanically minded people and took down their names and phone numbers — a smart move on my part. When I departed for Scotland the next day, the coil on my engine started to break down. A quick phone call to Nick Clark had the problem solved, and only for 100 quid.

The engine roared into life with this new coil, and I headed 700 miles up into Scotland. I climbed the Rest and Be Thankful Pass without knowing I'd done it as the fog was so thick. My car was running brilliantly in the cool Scottish air.

I headed down to Campbelltown to see some relatives who live round the Mull of Kintyre, near Skipness Castle. The roads were shocking. They twist and turn with no run-up to climb the next hill. Most of it was second gear but on Grog Port Hill I needed low gear. I didn't think the car would pull the trailer up behind me. The sweat was pouring from me, as I had no more gears left. This was the toughest climb I did on the whole trip, with the old car groaning around hairpin bends.

I loved Scotland. The generosity of the Scottish people was amazing. A group of brothers I met was restoring two 20hp cars. They invited me into their rustic workshop, provided I not tell anyone where they lived. They will take many years to get their cars on the road again. The cars — 1927 GUJ25 and 1929 GEN60 — were completely unknown to historian John Fasal when I told him about this exciting day. ■

There are more exciting days to come as Bob's adventures continue next issue.



1. Pomp and ceremony: the changing of the guard at Windsor Castle, seen in the centre of Windsor town
2. 1927 Rolls-Royce 20hp GRJ1 began life as an Indian trials car but in 1931 became the Nawab of Shachin's official vehicle. Yohan Poonawalla has been showing it around the world as a proud piece of Indian motoring heritage
3. Temporary transport: Bob bought this V8 Daimler while his 20hp was missing in transit
4. GUK76 sporting the ribbon it won for being the best touring car at the RREC rally last year. At another event she won the longest-distance award, which came as no surprise!
5. There's no mistaking this man's loyalties!
6. GEN75 is a 1929 20hp Weymann-bodied close-coupled saloon by Freestone and Webb. Bob had the chance to ride in a number of Twentys, including some Weymann-bodied examples, on a rally with RREC members
7. The 14th Century St Giles Cathedral, also known as the High Kirk of Edinburgh. Bob made a point of visiting landmarks like this all through his travels
8. Inside St Giles Cathedral
9. The Old Weaver's House in Canterbury dates to about 1500. Its Tudor heritage is clear but its foundations date back a lot further and it shows alterations and additions through subsequent eras, too
10. St Martin's, the oldest Christian church in the world, is more than 1400 years old



ON | THE CASE



Above: Mahratta, the former Wahroonga home of the Field family [Wikimedia]

Left: Made by Australian company Ford Sherington, the cases were designed specifically to fit a Bentley Mk VI or R-Type

>> BRUCE DUNCAN (NSW)

If these bespoke Bentley cases could talk they'd tell quite a story. Here's what we know of it

The pair of fitted cases in our 1951 Bentley Mk VI tell a story that brings together a range of disparate elements that confirm the world really is a small place.

To begin we must go back to 1885 when Tom Field came from England to Australia. Mr Field was originally involved with the butchery trade in England and moved to Australia due to livestock disease outbreaks in his homeland. Mr Field started trading as a butcher and, with his younger brother Herbert, expanded into grazing. The acquisition of their first property in 1906 established the pastoral company now known as TA Field Estates, which is now in the fourth generation of the family under Michael T Field.

With grazing properties across NSW, the head office was established in Sydney. Tom Field lived in "Glen Mervyn" in Coogee, which he later donated to the Red Cross for the repatriation of service men and women returning from WWI. The Red Cross still has this property, which is now used to help young single mothers.

MAHRATTA

In 1932, Tom bought "Mahratta" on the corner of Fox Valley Road and the Pacific Highway at Wahroonga. The old house was demolished and in 1941 a new art deco mansion of generous proportions was built on the site.

Sadly, Tom passed away in 1944 but Mrs Field remained there until 1960 when the property was purchased by the Bank of New South Wales (now Westpac) to be used as a senior staff training facility. In 1964 the new three-storey Abercrombie residential wing was added.

In mid-1976 we purchased our current home in Wahroonga,

about three kilometres from Mahratta. However, my introduction to Mahratta was as an officer of the bank, attending a residential course in 1977. Some years later I regularly visited Mahratta as a guest speaker to many of the residential courses held there. Mahratta was sold by Westpac in 1989.

Michael Field's daughters went to the same local Wahroonga school as our daughter and granddaughter.

THE BENTLEYS

During the 1950s the Field family owned several Bentley motor cars including Mk VI and R-Types. One Mk VI has gone to South Australia and another is in Queensland, owned by a RROCA member there.

Michael Field was involved some years ago with a clearing sale of various items including two suitcases dating from the late 1940s designed to fit the boot of a Bentley Mk VI and R-Type. They were made in Australia by Ford Sherington, who later developed the Globite brand, the school case almost every Australian child took to school in the 1950s.

Michael told me he remembered the cases being sold at the sale in Crookwell and, at the time, was surprised at how much interest they created. The lucky purchaser was the late Gos Cory, then a member of the RROCA (ACT).

Martin Bennett (ACT) stored a Mk VI belonging to Gos for many months at his Goulburn property. As a gesture of thanks Gos gave these two cases to Martin for use in his Silver Wraith. They were a perfect fit.

Last year Martin sold his Silver Wraith to a RROCA member in Victoria, replacing it with a 1960 Bentley S2, which the cases were

not designed to fit. Knowing how keen I am to maintain our Mk VI in top original condition in every way possible, Martin very kindly gave the two cases to me. What a magnanimous gesture and what a stroke of luck for me.

THE CASES

The cases fitted perfectly and, amazingly, came complete with their original keys. Inside and out, they were in excellent condition, although there were a few signs of around 70 years of careful use. I polished the shiny metalwork, being corner pieces and the locks, as they had a little corrosion. It was not too difficult to remove it with judicious use of my Dremel with polishing brushes and careful application of a slightly abrasive metal polish. The results were excellent.

Now to work on the leather and tidy a few marks. I planned to use Leatherique products sourced from Permanent Painted Coatings, Warriewood (ppcco.com.au). The owner of this business, Rob Harrington-Johnson, lives nearby and has helped me with other leather restorations. I showed the cases to him, and he took one away to examine it closely.

A couple of days later Rob turned up at our place with my case plus the various materials needed to bring it to almost new condition. I had rejuvenator oil, Prestine Clean, crack filler, preparation agent and a bottle of perfectly matched dye as made to order.

Like so many tasks, the quality of the preparation will decide the outcome. There is no rush. To clean the leather, I massaged it with the rejuvenator oil by hand. Several coats of this oil were required over a few days until the leather was virtually saturated, bringing the dirt and contaminants to the top. Then, to clean the leather, I used Prestine Clean, again rubbing it in by hand followed by wiping the dirt and cleaner off using a microfibre cloth dipped into lukewarm water. Afterwards, the leather is dried using a soft towel or another microfibre cloth.

Obviously, there will be small nicks and chips in the leather, and this is where the crack filler is important. This product is brilliant white, so a tip is to add a few drops of the dye solution to slightly colour the filler and thus make it easier to cover when applying the dye later. Spraying a little preparation agent onto the leather after the filler was dry and carefully sanding with 600-grit wet and dry left the surface smooth. I wiped the surface to remove old dye, dirt and contaminants.

Now the fun bit: applying the dye. As the dye consists of different pigments and chemicals it needs to be well mixed by shaking in the bottle and stirring as you apply it to keep the different elements in suspension. It is important to tip all the dye into a tub such as a takeaway food plastic container. Using a microfibre cloth formed into a ball, carefully wipe the dye on. It is as thin as water and does cover well unless you are covering a dark colour with a light colour, but several coats will fix that.

I found it best to wipe the dye on using a circular motion as it will self-level and usually dry without strokes showing. A second, third or fourth coat will deepen the coverage and should leave a single-colour, stroke-free covering. Leave the item three or four days and then buff with a dry microfibre cloth to a smooth sheen. A finishing touch is to lightly polish with Mothers Carnuba Wax and buff to a smooth lustre.

Michael Field said of the cases in our Mk VI, "It is fantastic they have gone to a great home now with the car club."

His grandparent's cases are back in Wahroonga and back in a Bentley Mk VI. It really is a small world. ■



1



2



3

1. Even before restoration, the cases presented extremely well for their 70 years
2. Bruce used Leatherique products to achieve the results he did with the leather on the cases
3. Restored, the custom-made cases look magnificent

Aliquid!

>> GEOFF DOWN (VIC)

More thoughts on the somewhat controversial origins of Mr Royce's motto

There are many legends surrounding Rolls-Royce. It is part of the fascination. One of these legends concerns Royce's motto, "Whatever is rightly done, however humble, is noble".

One version of its origin appears on the Club's website ("Working for Mr Royce" by LFR Fell, 1979). In this version Royce became friendly with Eric Gill, the great illustrator and typographer, whose father was vicar at West Wittering and Royce's neighbour. Royce replies to a question by Gill as to what he thought had made him so successful, and the words which became his motto were part of the response. Gill was so impressed that he translated the aphorism into Latin and carved it into a mantelpiece at Royce's home, Elmstead.

A slightly different version says that Royce would service the vicar's lawnmower and, when asked one day by the vicar why a man of his status should be concerned about a humble lawnmower, Royce replied with the famous words. The vicar thought the sentiment so inspiring that he translated it into Latin, and Eric, who happened to be staying with his father at the time, carved the words into the mantelpiece.

Both these accounts suggest that Royce and Gill met each other at West Wittering, but the connection is actually somewhat older. Tom Clarke reminds us that Claude Johnson had commissioned Gill to provide an elegant font for Rolls-Royce as early as 1906 ("Holst in an unusual circle," 2014). This would have included everything from the letterhead to the RR logo. But perhaps Royce and Gill had never actually met.

Tom also reminds us (*Praeclarum*, October 2022) that the motto was carved in 1924, and an invoice from Gill dated June 1924 exists to document it. Eric Gill and his family were living at that time at Ditchling, a village not far from West Wittering.

The English version first appeared in public in 1929, in promotional material for the Phantom II. Later it was quoted in an article in the *Illustrated London News* (27/05/1933, p36) in a review of contemporary coachwork, particularly a sports saloon by Abbott of Farnham on a 20/25 chassis (probably GGA3). In this article it was also noted that the motto was written (in English) above the entrance to the Works.

Why translate this into Latin? But then why translate "Treeless Plain" into Nullarbor? To make it sound more impressive; to give it *grauitas*.

As Guy has pointed out, neither Royce nor Gill would have had any formal training in Latin. But in those days there was so much Latin floating about in quotes, aphorisms, mottoes (motti?), adages, maxims, legal and medical terms, epigrams, etc, that everyone was exposed to a smattering of it.

Gill, despite his radical socialist secular views, converted to Catholicism in 1913 and remained an active Catholic to the end of his life, as a lay brother in the Dominican Order. Therefore, he

would have had a considerable exposure to Latin.

Over time the English version became widespread. The Latin version was originally a private one-off, commissioned perhaps on a whim. It has subsequently become widespread for precisely the reason already mentioned: it sounds impressive. It is nicely symmetrical, in two three-word halves, with *quidvis* at the beginning balanced by *quamvis* in the second half.

But from a Latin perspective, it lacks punch, probably because of the absence of a verb, and the metre is rhythmic rather than

"The motto is unlikely to have had native Latin origins"

quantitative. It is unlikely to have had native Latin origins. Having received 12 years' formal education in Latin (school and university), I would not enjoy having to trawl through *Thesaurus Linguae Latinae* or *Corpus Inscriptionum Latinarum* in search of an exemplar, even in this digitised age.

The Latin version could have been very useful for Royce when he moved in the circles of his customers, who were aristocratic, wealthy and educated.

This also brings to mind another Rolls-Royce anecdote: when a customer wanted a new car to announce his arrival in the upper echelons, he would go to 15 Conduit Street W1 and order a "Rolls"; but the men who built these fabulous machines in Derby went to work at "Royce's".

AN ORTHOGRAPHICAL QUIBBLE

When inscribing the motto in the mantelpiece, Gill would have followed the writing conventions of his time. One of these concerned the use of u/v. The letter "u" was used for vowels, and "v" for semi-consonants. In fact, they both represent the same sound, like "w" in modern English.

The usage of u/v also depended on whether the inscription was in upper or lower case. In upper case, it was "V", because this form was easier for the carvers to cut in stone. So the form PRÆCLARVM on the front of this magazine is correct ("AE" should be written as a ligature because it is a diphthong, not two separate sounds).

But on pages 8263 *et al*, the motto is written with "factvm", "hvmile" and "præclarvm", which is not correct, because the v's in these words are vowels. Modern standard usage is to treat both letters the same, and use "u" to represent them both (much academic ink has been spilt on this one).

So the Latin form of Royce's motto should read either *Quidvis recte factum quamvis humile praeclarum*, or QUIDVIS RECTE FACTVM QVAMVIS HVMILE PRÆCLARVM, but not a muddlement of the two. ■



BROKEN BRAKES

>> JAMES HEATON (NSW)

A cautionary tale about the importance of keeping your shoes on

It's enough to give you nightmares, brake failure in your Bentley. But that's just what happened to me recently on a run to Canberra from home in Gerringong, a pretty coastal town south of Sydney.

For the past 10 years I've been the proud owner of a 1953 Bentley R-Type, Standard Steel, B142WH. The car, which was featured in *Rolls-Royce and Bentley Driver* in August 2018, gives me hours of pleasure and a steady call on my bank account for improvements

to restore it to its original quality and specification. By November 2022, when I replaced the standard differential with a Continental R-Type one, I had a relaxed cruising car in fine fettle and a smug feeling that all my jobs were completed.

Malcolm Robertson, something of a father figure in Canberra's classic car fraternity, holds regular old farts' coffee mornings at his house, a much sought-after invitation. Each event features a car of the day, about which the owner is asked to give a brief talk



1. Bentley R-Type B142WH in all its elegant, free-wheeling beauty. The fitment of a Continental-spec diff has given it more relaxed legs on the open road
2. This lining is beginning to separate from the shoe. Note gap at top edge
3. Adhesive failure is evident here

4. This cracked lining must have been on the verge of a catastrophic failure
5. The cause of the lock-up: this lining had not only cracked in two, it had completely lost its adhesion, sliding forward and wedging against the shoe in front

before the guests have a good look around it. I was honoured to have my car chosen by Malcolm in November.

It was a beautiful, sunny late-spring day and we made an early start on the 275km drive up the Hume and Federal Highway to the national capital. I arrived in good time to park the R-Type on the chosen spot, enjoy a coffee and a lamington (it's 40 years since I arrived here from South Africa and I still regard it as a dubious Australian delicacy). The talk went well and the guests duly headed home.

Malcolm and I repaired to the local shopping centre for a takeaway lunch in the Bentley. As we turned into the centre there was a loud bang and the front driver's side wheel locked up and applied a long black streak of rubber to the road. Luckily, the driver behind me avoided running into the rear of my car. I just managed, with much protest from the seized wheel, to drive the car to the side of the road.

Malcolm and I wondered what could possibly have happened. There was no evidence of heat from the wheel or any visual evidence that something had broken. If it was an issue with brakes then the situation was counter-intuitive; when brakes fail you usually have no brakes.

I contacted the garage I now use in Sydney, owned by the knowledgeable Garth Selig, who was as baffled as I. He suggested I contact a towing company he uses and have the car transported to his garage, Repairs and Restorations in Wetherill Park.

The previous company I used to use had recently found, while servicing the car, that there was no further adjustment left for the brake shoes on the front brakes but that there was plenty of lining

left on them. They suggested I had two options: to reline the shoes with slightly thicker linings or replace the linings and also the worn brake drums.

I elected to avail myself of the second option. New drums were provided by Flying Spares in the UK and a local company bonded new friction material to the shoes.

What had happened to lock up one of the Bentley's front wheels so dramatically? It turned out, when Garth managed to strip the brakes down, that the bonding on the linings had failed. A substantial piece of one lining had broken free and wedged itself between the opposite lining and the drum, causing instant lock-up.

As I said, the stuff of nightmares. Thank goodness we were only in a shopping centre car park.

There was no evidence of overheating from a failing wheel

bearing. The inside of the drums showed no evidence of heat-related bluing from incorrect adjustment. Clearly, the bonding cement had failed.

As the photographs show, the linings had cracked through or showed signs of lifting. In the case of the incident, a large piece came free and locked behind the other shoe. All the shoes showed signs of adhesive failure.

The company who performed the original work agreed to provide me with some financial compensation for the failure. Garth Selig replaced the linings on the four wheels.

A friend kindly drove me home to Gerringong from Canberra. As we descended the steep and twisting Macquarie Pass I had visions of what might have happened if the wheel had locked up on one of the many hairpin bends. ■

“The situation was counter-intuitive; when brakes fail you usually have no brakes”



New custodians

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

Two Ghosts that had been out of circulation are now in good hands

The late Peter Crauford had an enviable collection of cars including a number of Rolls-Royces. A favourite was the 1923 Silver Ghost chassis 38EM, and it was used frequently during his lengthy custodianship.

This long-chassis car was auctioned last year by Shannons and the new owner is Rick Thege of Ballarat. Rick is having the car recommissioned by Up the Creek Workshops, a high-end restoration

business in Castlemaine. The appeal of the car is the original and quite unusual Park Ward saloon body.

At one time it was a part of the Faris Palfreyman collection of Silver Ghosts, many of which were auctioned in 1969.

Chassis 85AG from 1921 has also changed hands recently. This car had been owned by the late John Lockeridge, and it was campaigned in Rolls-Royce Owner's Club events for many years. Originally owned by the Arnott family, this car too

was in the Palfreyman collection auction and at some stage has been fitted with touring coachwork of American origin.

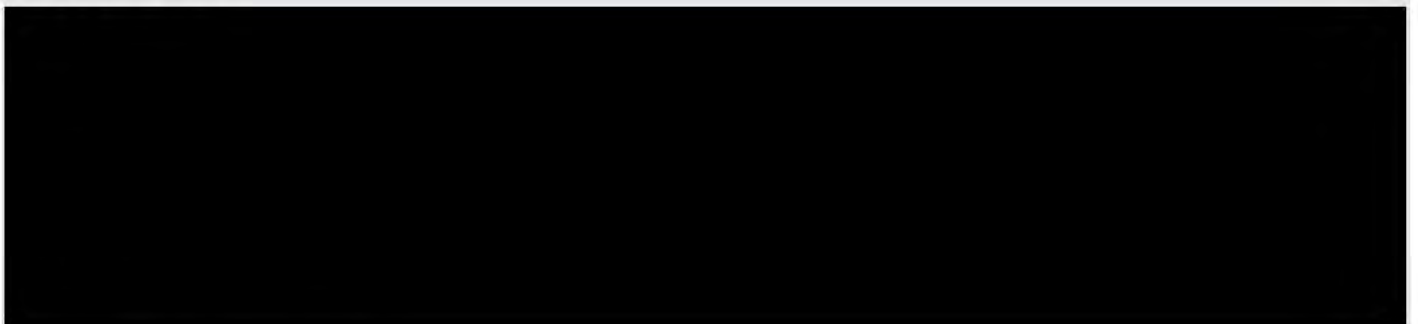
Russell and Chris Holden, who run the Veteran Car Garage in Mudgee, acquired the car and have just taken delivery of it. Russell, a prolific restorer of early cars, reports it is a strong runner that needs sorting after years of little use, which no doubt will be addressed in his hands.

It will be wonderful to see these two Silver Ghosts back on the road soon. ■



1. The Park Ward saloon, chassis 38EM is pictured at Up the Creek Workshops. The majority of the work needed is tuning, electrical repairs and the fitting of new carpets
2. New custodian of Silver Ghost 85AG, Russell Holden, with his acquisition. It is a very appealing short-chassis touring car

RROCA REGISTERS





Excessive wear in cross-ply tyres

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

WXA68 becomes a test case for inflation of old-fashioned tyres

When I bought my 1938 Rolls-Royce Wraith WXA68 in 2015, it came with very attractive Firestone whitewall tyres. Geoff Smedley, when he restored WXA68 in 1984, admitted to enhancing the car by painting the side panels cream to complement the original overall Royal Claret paintwork. He added whitewall Firestones, creating an even more stunning looking vehicle.

“At 40psi, the steering is remarkably lighter”

When I acquired WXA68, these tyres were over 30 years old. They were cracked, worn and a bit discoloured. Hmm, not exactly the sort of tyres I would depend on for my life!

I bought new Firestone cross-ply whitewalls from Antique Tyres in Melbourne. However, problems arose afterwards. Large bubbles appeared in the whitewall area. A couple of the tyres were replaced, but Antique Tyres said that the problem was probably due to problems with my rims. Hey?

Anyway, I persevered with the tyres and still had problems as the years passed with bubbles in the whitewalls, although smaller. I sorted out the bubbles by pricking them with a spike and they went down. WXA68 looked a treat.

US tyre maker Coker stopped producing these 17" Firestone whitewalls for an extended period, but when I bought the next lot (my current tyres), they performed without a trace of a bubble

in the whitewalls. Obviously, Coker had overcome the bubbling problem. And my rims hadn't changed!

My first set of Coker Firestone whitewall tyres lasted about 13,000 miles. Not much compared to modern radial tyres that last 50,000 to 70,000km, but that is something others report about the limited life of cross-ply tyres.

Preparing for my trip upcoming from the Gold Coast to the RROCA Federal Rally in Hahndorf, I have examined my tyres, which have now done around 6000 miles. What a surprise! The wear bars had been reached on some of them.

The wear was not the same on all tyres since I had juggled tyres after a blow-out several years ago and there are probably issues with alignment. However, overall, it is clear that the wear was pronounced in the middle of the tyres. My research suggested this pointed to over-inflation of the tyres. I hadn't had this problem in my first lot of Firestones, so something seemed strange. I had always run my tyres with the Rolls-Royce recommendation of 30psi in the front tyres and 35psi in the rear.

I raised the issue with Ben McKinnon of Antique Tyres, who said wear in the middle of the tyre due to over-inflation is an issue with radial tyres, and his recommendation was to raise the pressure of my tyres to 40psi. He claimed that cross-ply tyres are different, and that running at higher pressures would fix the problem and that I would find the steering a lot lighter.

At 40psi, the steering is remarkably lighter. A great relief for an ageing body which has to haul the non-powered steering wheel around as it negotiates

winding roads and zaps past all the slow modern cars on the highways!

What is evident from my limited measured results is that the front tyres running on 30psi had less wear in the middle than the rear tyres which were run at 35psi. (There are anomalies between the inner and outer measurements probably due to alignment problems).

In summary, I am not yet convinced that higher pressures will fix the wear in the centre of the tyres. Mates of mine have suggested that the rubber or design of the current Firestone tyres is the real problem. I really don't know.

To help resolve this problem, I am fitting new Firestone tyres to the rear of WXA68 before tootling off to the Rally. I will monitor the tyre performance carefully and report back. ■

Below: The wear tabs on the tyre give a quick reference about how worn the rubber is. 1 is an inner tab, 2 is an outer tab, and both measurements are different on WXA68



Measured tread depth on tyres for WXA68 (12 January 2023)

		(mm)		
	Side	Inner depth	Middle depth	Outer depth
Front	Driver	6.3	4.1	8.2
Front	Passenger	5.6	5.2	8.6
Rear	Driver	7.0	3.2	7.7
Rear	Passenger	6.9	3.0	6.7



No, not that left, the other left!

>> WAYNE FITZGERALD (VIC), B107BL

How can a replacement steering box be so wrong?

Later Derby Bentleys and 20/25hp Roll-Royces had a Marles steering box instead of Henry Royce's worm-and-nut design used on the earlier models. I tried to buy a second-hand Marles box but none were available. I even considered buying a whole 20/25hp car just to steal its Marles box! That's how frustrated I was at the time.

Second-hand units world-wide had been used up, all because of the common 'sticky' steering problem my car suffered.

As a last resort, I contacted Marles in the UK as they were still in business. They couldn't supply one identical to what I wanted but they had one that was very close and definitely usable. I removed the whole steering assembly and sent it off to the UK. After a while a big box containing my original part and a new Marles steering box returned to Oz.

The first thing to do was to have an engineer mate the new to the old. Not so simple as the steering column join had to

be structurally sound and had to fit inside the original aluminium outer used in the Derby.

The assembled result was excellent and very close cosmetically to the original.

With this done, it was time for a test fit: not so simple as it was a very tight fit through the firewall. Of course, yours truly had freshly painted the assembly in gloss black.

Eventually, and I mean 'eventually', it was in, so I turned the steering wheel to the right ... and guess what? The front wheels turned to the left! I was dumbfounded and actually asked Simon if I was seeing right. Yep, I was.

We put our heads together, considered our options and concluded that you can't drive a car with reverse steering!

I contacted Marles and guess what now? They wouldn't believe it as "it has never happened before".

An arrangement was made to return the Marles box's inner components and they

duly sent back replacements. Guess what? Same problem.

I contacted them again and they begrudgingly but quickly sent replacements. It was obvious that these were right! We reassembled the box and refitted it.

You could not write this stuff for a comedy sketch as it was just too silly! Or stupid. Or pathetic.

Picture 3 demonstrates another issue that had us perplexed: some 'engineer' at Marles had machined out the original pitman arm spline so that it was paper thin! They provided a new spline that was supposed to be welded inside the arm.

No! Can't do that! It would never pass the pub test as it would inevitably separate. To say it would then be very hard to steer the car is an understatement. Solution: a new one was made from scratch.

The new steering box has transformed the car, though. It is nicer, smooth and light to steer now.

Another job done. ■



1. Nicely packaged parts from Marles, UK. From here, the story gets 'interesting'!
2. This is the final splice of the old steering column to the new
3. Pitman arms: note the paper-thin walls of the original after it was machined out by Marles to accept the splined insert (on its left)! Replacement scratch-built arm is above it
4. On the right is the original worm from the steering box. The one on the left is the incorrect Marles screw. Can you see a problem? Clue: It's not in its size



Petrol issues

>> MARTIN BENNETT (ACT), B25CT

Flaps and filters, needles and seats: there's much you should know about your car's fuel system

Two issues with the fuel system recently arose, on two different cars. On my own B25CT, after filling up with petrol, the fuel filler door would not latch shut. I found the latching pin was not visible at the outer end of its barrel, and pushing a piece of wire in the end of the barrel to feel for the pin brought no comfort.

Only one thing for it: further exploration was needed, so I took off the left-hand side boot lining, which involves removing an improbable number of screws!

There are two ways of unlatching the fuel filler flap: one is to press the button (or turn the violin-key control on Series 1 cars) on the fascia to operate the solenoid, the other being the emergency pull-wire in the boot. To remove the boot lining the key-ring on the end of the pull-wire needs to be disconnected from the wire.

Once the lining was removed the cause of my problem was immediately apparent: the solenoid had come adrift from its casing. There was a large circlip lying on the boot floor, where it had not been visible before the lining was removed, the function of which was not immediately obvious. On the right-hand side of the cavity under the fuel filler door are two nuts on either side of the latching pin barrel. Removing those allows the solenoid casing to be removed

from inside the boot, not forgetting to first disconnect the two solenoid wires.

Refitting the solenoid into its casing immediately revealed the purpose of the circlip, which is to locate and secure the solenoid in position in its casing. At some point in the past my fuel filler solenoid had apparently been fitted without ensuring that the circlip was fully clipped into its groove. With the solenoid correctly reassembled and the circlip pushed firmly into its groove with a reassuring click, it

“Little mishaps are useful for gaining a better familiarity with your car”

was re-installed and tested, and the boot lining refitted, not forgetting to thread the emergency pull-wire through its hole and refit the key-ring to its end.

Should a similar fault occur in the closed and locked condition (ie, unable to be unlatched) the immediate implications could be more serious. In that event, the solenoid could still be accessed by removing the boot lining, and there are two bolts on the solenoid which, if eased

off a little, should operate the locking pin sufficiently to unlatch it so that you can at least put some petrol in.

Little mishaps like these are useful for gaining a better familiarity with your car and becoming acquainted with its various components that might otherwise remain a bit mysterious or not thought about at all.

The second fuel issue that I had a hand in rectifying was on a friend's earlier car which was suffering from a fuel starvation problem. Removing the twin SU fuel pump to clean and re-gap its points had the pump working strongly again but did not cure the fuel starvation problem, which turned out to be a blocked needle-and-seat, discovered by a carburettor expert who was called in.

The amount of muck in there led our thoughts to the fuel strainer at the rear of the chassis. On a hoist this is not too difficult to get at. While it can be worked on in situ, it was not difficult to remove from the car, allowing the considerable amount of dirt to be cleaned out on the bench and the two disc-shaped brass gauzes to be cleared and refitted.

On our models this item should receive attention every 20,000 miles, or as soon as possible if you don't know when it was last cleaned. It could prevent a failure-to-proceed incident on the roadside. ■

1. The fuel filler door in its open position showing the latching pin and its barrel projecting into the space. If the projection on the door, which this pin engages with, is slightly too far to the right, preventing disengagement, it may need to be eased to the left
2. The main casing containing the fuel-filler door operating solenoid is concealed inside the boot while the narrow barrel containing the latching pin projects into the fuel filler cavity. Two nuts secure this device to the car
3. Your handbook advises that the fuel strainer mounted on the rear chassis cross-member should be cleaned by loosening the yoke retaining nut (1), allowing the stirrup to be moved to one side so the lid (2) can be lifted off





The School of Instruction

>> GARETH BRYANT (VIC), SRH24334

In 1997, one of our Club members passed Rolls-Royce's driving course

Here is to a new year of getting out on the road, trouble free, and enjoying our beautiful motor cars.

I was recently flicking through past articles in the Victorian Club newsletter and discovered an article from 1997 written by long-term member and good friend, Geoffrey May (VIC). Back then, he enrolled in the Rolls-Royce School of Instruction for chauffeurs and wrote about it. When Geoffrey was the Cloud Registrar, we enjoyed organising a couple of joint Register events. Known as Bryant & May, we put on a good show.

Geoffrey's story on the School of Instruction includes a lot of detail about what was taught and expected. The school was based at the factory in Crewe and he had to pass a test on the British road rules.

The cars used in the course were brand-new 1997 models, a Rolls-Royce Silver Dawn (a Spur III with extras) and a Bentley Turbo R. Two of his fellow students were professional chauffeurs employed by wealthy individuals, one was employed by a casino and the fourth was there to "improve his prospects," according to Geoffrey. Their trainer was a 35-year veteran of Rolls-Royce employment.

The first day was about familiarisation and basics like checking oil levels. Day two started with wheels and tyres; changing flats (with "rubber gloves to keep the hands

clean"); and deportment and uniform.

"The uniform ... would require a working suit with two pairs of trousers, a new suit for the extra special occasions when the chauffeur really needs to shine, and some shoe polish should be kept in car," Geoffrey wrote.

"We learnt how to correctly exit the car and how to help people out of the car as well as into the car. One of the important things is when carrying ladies or assisting them into the car, to avert your gaze."

Washing and polishing were covered in detail, including: "For the cleaning of the stainless steel it is recommended that nothing but a mild detergent and a chamois is used."

Then came the skid-pan day. "We were taught to zig-zag and to park the car correctly, and also the skid-pan testing which was learning how to control the car in understeer and oversteer situations — a most exhilarating and exhausting day."

Geoffrey did very well at this, scoring 91 percent with "no scratches or dents!"

"Day four of the course was involved in advanced driving in road rules and chauffeur's deportment," Geoffrey said. He drove both cars in town and country. With their very different springing and roadholding, he learned "a different driving style must be adopted" from one to the other. The Dawn required a "much more complex combination of



accelerator and brake control".

"Generally a very good day," he concluded of it. "We're quite exhausted."

Written tests finalised the course. Geoffrey's 80 percent pass on the British Highway Code was "applauded by the instructors" but, personally, he only rated it as "just OK". He subsequently passed the overall course, too.

After only a few intense days, "a feeling of camaraderie is very strong among us all and I will certainly be in contact with these people in the future," Geoffrey said. "In general a great bunch of fellows (chaps, as they say in England)."

You can read the entire story on rroca.org.au; just search there for "Passing the course". ■

1. Students and staff of the Rolls-Royce Motor Cars Ltd School of Instruction, Crewe, October 1996. From left to right they are: Michael Watkins, Nick Mortimer, Geoffrey May, Kevin Waterhouse, Mark Taylor (instructor), Nick Watson, Debbie Sylvester (secretary), David Harrison (instructor)
2. Sergeant's Goudhurst Service Station in Kent, and Geoffrey May standing beside an early 20/25 (GXO82) with Weymann fabric saloon coachwork by HJ Mulliner
3. Parking lessons: on the left is the Rolls-Royce Silver Dawn with student driving, on the right the Bentley Turbo R — both 1997 models





The first SZ models

>> PETER HYLAND (ACT), ASR54357

Get to you know your Spirits and Mulsannes, starting at the beginning

As a heads-up at this stage, I'm planning to stick with our SMART tradition by organising our Register events in October each year. This year's is planned to commence on Monday 9th and conclude with the farewell breakfast on Thursday 12th. It will be in NSW, centred around Tumut, Batlow and Tumbarumba.

I have a plan! But obviously, I have to do a dry run and speak to various people to ensure we get what their websites advertise.

Continuing my sequential articles on the development and evolution of our SMART SZ model variants, we'll look at the Silver Spirit/Spur and the Mulsanne/L models in their original configuration, with later progressive improvements. They were available from October 1980 until October 1989, when the Series II was introduced.

Of course, during the SZ's first decade, other Rolls-Royce and Bentley SMART models were also further developed or newly introduced. I will discuss these coupes, convertibles, turbos etc next issue.

But for this issue, the early Australian-delivered SZ cars featured notable items such as minimal door capping with ashtrays, rectangular headlights with washers, space between the dashboard and centre console and similar design that would last for a decade or so.

They were fitted with:

ENGINE AND TRANSMISSION

The Company's legendary L410 all-alloy V8 engine of 6¾ litres (412ci) with twin SU HIF7 carburettors, teamed with the

GM 400 three-speed auto gearbox provided "adequate" power (thought to be about 170bhp). Top speed was 119mph (190km/h) and fuel consumption was 14mpg (17L/100km).

This engine was the most widely used and well known of all the versions and possibly the most famous British V8 engine of all time.

REAR SUSPENSION

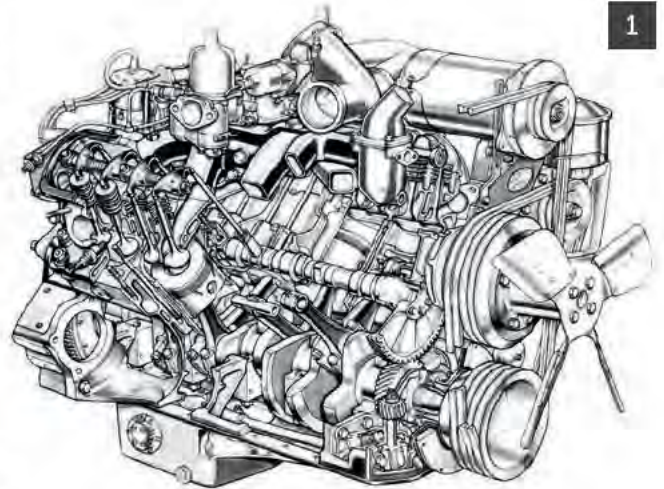
With the aim of achieving better ride, better handling, and less road noise than previously, the SZ cars were fitted with the same improved rear suspension system that debuted in the 1979 Corniche.

The Company adopted and adapted the Citroën pressurised circuitry using green mineral oil to operate the integrated steering, brakes, self-levelling ride control and suspension systems. Mineral oil was more efficient overall than the previous RR363 brake fluid.

Mineral oil will not absorb water like DOT fluid will, which then causes gas bubbles to form in the system.

ENGINE EMISSION CONTROLS (EEC)

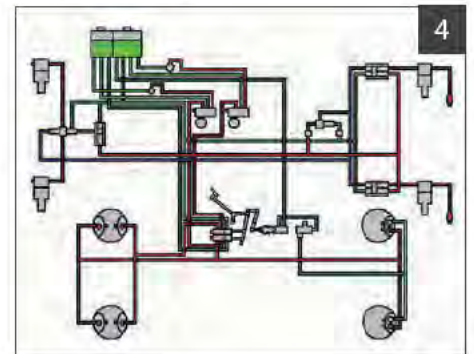
A new exhaust-gas recirculation system with a three-way catalytic converter fitted into the exhaust system ensured the cars met the applicable emissions limits. However, this system resulted in a



15 percent reduction in peak power, from about 200 down to 170bhp.

The exhaust system included one tail-pipe on each side of the car, which helped external noise emission and simplified the pipe routing through the rear suspension. ■

1. The SZs inherited the renowned 6¾-litre V8 engine but with power-sapping new emissions controls
2. The Company's demonstrator introduced the Silver Spirit to the world in 1980
3. The revised rear suspension improved ride quality and noise compared with the Shadow
4. The SZ dropped the Shadow's reliance on special RR363 brake fluid by switching to a Citroën-based system using oil



POST '03 REGISTER | 

Upstaged by a Century!

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

A Toyota built for an emperor steals the Post-'03 limelight



1. The Toyota Century gathered a very enthusiastic and inquisitive crowd when shown off at the Lionel Gell School of Instruction
2. The interesting Century badge features the gold phoenix that represents the Imperial House of Japan
3. Spot the imposter? PMCs on last year's Tasmanian tour

Marg and I took part in a fantastic Club run around Tasmania, run by the Victorian Branch, where we enjoyed the company of members from Tasmania, Victoria, NSW and Queensland. A huge thank you to Greg Wayman, assisted by Tony Wood, for organising such a great event, as well as to the Tasmanian members who helped guide us on our way.

The Post-'03 cars in attendance were three Bentley Continental GTCs, a Continental GT and a Bentley Mulsanne.

The other Post-'03 car on the run was Victorian Branch President Howard Wraight's default car (I think his PMCs were unavailable) — his recently acquired 2005 Toyota Century. These limited-production hand-built super luxury cars were available only in Japan and only to emperors and people of great importance.

It garnered far more attention all around Tasmania than our PMCs! I couldn't believe it. Everywhere we pulled up people were asking about the Century — probably awaiting Japanese royalty to alight.

They are beautifully built with every

luxury known to mankind. I was lucky enough to ride in it and it is quite fabulous. Its V12 engine and air suspension are incredibly smooth and quiet. The fittings, including hand-embroidered lace electric curtains, are super luxurious and finished as befitting an emperor.

Luckily, Howard has his Google translator to help him decipher the controls, as they are all in Japanese.

If any members — new or existing — have purchased or changed a Post-'03 PMC, I would love to hear from you about your ownership experiences. ■

Perjurer's punishment to the Spirit of Ecstasy

Does Ecstasy's inspiration go beyond Winged Victory?

When visiting the Louvre years ago, I saw the Classical Greek statue of the Winged Victory of Samothrace (c200 BC) which, despite being headless, looks magnificent alighting on the prow of a ship at the top of the Daru Staircase. I recognised, as no doubt many others have, where Sykes conceived the idea for the Spirit of Ecstasy mascot, or perhaps it was Johnson's as he was very much into art, sculpture and music.

The statue was discovered, in bits, in 1863 and with great fanfare it was installed in the Louvre in 1883, the Staircase being fashioned especially for it. Johnson would have been aware of the installation and probably went to see it during one of his visits to the Continent.

Art critic Christopher Allen has recently pointed out that the Winged Victory was inspired by a statue (c440 BC) of the Greek goddess Iris, the gods' winged messenger whose duty it was to descend to the underworld and bring back a bowl of dark water for those who perjure themselves, causing them to fall into a catatonic state for a full year. The statue he referred to was on the West Pediment of the Parthenon, now in the British Museum, being a female figure with her light garments pressed close to her limbs by the wind through which she is rushing, no doubt, to refresh a perjurer.

While the Winged Victory has wings rather than the outstretched arms of the mascot, the impression is the same as is the clothing originally derived from Iris. I believe there is a strong argument that the Spirit of Ecstasy was inspired by Classical Greek statuary going back to 440 BC.

Perhaps Johnson, with his artistic bent, had something to do with the shape of the radiator too. The Royce cars certainly weren't distinguished by theirs, yet the first Rolls-Royces were very distinctive. By Royce's later comments, he wasn't wedded to the form but Johnson insisted it be retained. It is said that the shape was based on the pediment of the Parthenon.

However, perhaps the Italian architect Palladio, through his influence on English country houses in the 18th Century, had something to do with it. Johnson would



Winged Victory (above) may have inspired the Spirit of Ecstasy but was it in turn inspired by an earlier statue?

have been familiar with such houses, which had all sorts of pediments including the Broken Pediment which so resembles the Rolls-Royce header tank, the necessary filling tower completing the shape.

MARK'S MANN EGERTON

Mark Roberts has bought the legendary 1925 Mann Egerton saloon, GSK49, a Twenty that has retained its originality and completeness, as delivered in Australia so long ago. It even has the spare head gasket supplied with the car when delivered.

Another like it is 1927 GAJ26, which is a Melbourne Motor Bodies saloon, owned for many years by Bob Clarke and so complete that it still has the original interior summer slip covers fitted.

The Mann Egerton has spent most of its life garaged. Its preservation initially must be credited to John Crouch. He owned it from 1956 until 1976, keeping it running but using it sparingly, appearing occasionally for the admiration of we Twentysts. John was president and life member of the Vintage Sports Car Club of Australia,



DAVID DAVIS (NSW), 42G1

competing in many of its speed events. He raced several vintage cars including a 30/98 Vauxhall, an Alvis-Terraplane, Bentleys 3 and 4½ litre, a Cooper Vincent HRD as well as a 2.5-litre Riley.

In those days many old cars were made into specials as it wasn't until the 1970s that originality and restoration were considered. The Twenty seemed an unlikely car for someone like John to own but to his credit he ensured it survived intact. He wasn't a member of the RROCA.

Ray Millington bought the Twenty at auction but rarely drove it. He continued its preservation, following up on leads to acquire missing interior items.

Mark intends to re-commission the car by way of conservation, which is a great outcome for such a rare survivor, particularly in Australia. I think the judges might as well engrave the Age and Authenticity Trophy for the coming Federal Rally with the car's chassis number now!

42G1'S CENTENARY TEA

My car, 42G1, left the factory at Derby on 19th December 1922 so imagine my surprise when the family put on an afternoon tea, without notice, on that day last year.

A further surprise was a phone call from Ralph Appleby, being the third generation of his family to look after 42G1. We had a long talk about the virtues of the Twenty, mine in particular. Ralph has said that when testing 42G1, he forgets its age, it drives so well. As Paul Lukes has said, the Twenty must have been a revelation in 1922.

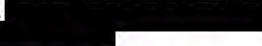
Another happy day in my 63rd year of ownership. ■

"THE ROLLS-ROYCE CO. HAVE PRODUCED A SIX CYLINDER 20 H.P. CAR. THIS NEW MODEL MADE ITS APPEARANCE IN SYDNEY THIS WEEK."

The Sun, Saturday March 10, 1923


1927 Phantom I (60RF)



Originally a Hooper cabriolet, 60RF was purchased new by AE Ansell of Ansell Brewery in Birmingham. It arrived in Australia in the early 1930s to be rebodied by Martin & King as a limousine with division and was used by Melbourne City Motors. In my ownership, it has had a complete engine rebuild, new clutch, safety glass, tyres and a host of other work. Derby Works has maintained the car in meticulous condition, and it has recently travelled over 4000 trouble-free miles including Nagambie, Tasmania, Canberra and the recent 20-Ghost rally to Mount Gambier. Selling due to upgrading to a Phantom III. If you want a tour-ready pre-war Rolls-Royce, this will not disappoint. Additional photos and detailed information on request. Asking \$250,000 ono. 

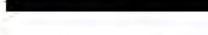
1938 Rolls-Royce Wraith (WXA50)



HJ Mulliner sports saloon without division in splendid condition. Much-admired, elegant car in Royal Claret over black with beige leather interior. Multiple concours winner. Benefiting from extensive restoration works and meticulous maintenance at Derby Works, it is ideally set up for club touring and showing. Body and paint excellent, as is interior with correct leather upholstery, new carpets and beautiful walnut veneers inlaid with fine German silver. Mechanically excellent and very reliable. Drives superbly. Notable provenance, complete set of correct tools, extensive history file, original build sheets including coachwork records, original owner's handbook. Attention to detail taken in restoration includes authentic bakelite battery box cover, carpeted brass hot-water foot warmer, original brass fire extinguisher, correct brass inspection lamp, period foot rests and many spare parts. Described as "one of the most elegant Rolls-Royces in Australia". \$155,000. 


1955 S1 James Young (B488AN)




Rare all-aluminium bodied Bentley S1 James Young saloon. Design No B10. 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 B10 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. \$87,500 ono. Reluctant sale. 

2007 Bentley CGTC (BE743754)



One lady owner, 32,000km. First Continental GTC delivered in Victoria with rego CGTC1 in Bentley launch colours by Lance Dixon. Unmarked inside and out and still smells like a new car. Kept in dark garage and used only for long runs such as RR Enthusiasts Tour in UAE/Qatar. More photos on request. \$125,000. 

Wanted

Wanted: Tool roll for my 1922 Silver Ghost chassis 12HG (I have the tools). From memory it is a canvas and leather roll with separate compartments for all the tools associated with a Silver Ghost. Please 

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.



Rolls-Royce, Bentley set sales records in 2022

Both Rolls-Royce and Bentley achieved record sales in 2022. For the first time in its history, Rolls-Royce sold more than 6000 motor cars in 12 months. The total of 6021 vehicles was almost equal to the number of English-built Silver Ghosts but it took the company about 20 years to make those 6173 Ghosts. Coincidentally, it has been 20 years since BMW began Rolls-Royce production at the current Goodwood factory.

Commissions for custom Bespoke models were also at a high, bringing in record revenue for the company.

"Sales are not our sole measure of success: we are not and never will be a volume manufacturer," CEO Torsten Müller-Ötvös said.

"Bespoke is Rolls-Royce."

Bentley delivered 15,174 motor cars last year, the first time it has exceeded the 15,000 mark. The Bentayga topped the charts, accounting for 42 percent of sales,

with the Continental GT family making up 30 percent and the Flying Spur the balance.

Bentley's custom division, Bentley Mulliner, also experienced a "significant increase" in business, according to Bentley, which says "personal commissions [have] increased fivefold in the past five years".

Rolls-Royce's new Spectre electric car wasn't part of the sales boom but the company says the "pre-order bank for fully electric Spectre has exceeded the marque's ambitious expectations". ■

THE SIR HENRY ROYCE FOUNDATION

FJ English Award for Club Photography, 2022

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, cropped to fit) was by Greg Coombes (QLD). Browse previous winning photos on the SHRF website, www.henryroycefoundation.com.

Entries close 20 March 2023. The winner will be announced at the Federal Rally in March 2023. Please email entries to the editor of *Praeclarum* at [REDACTED]



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 28 February 2023.

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



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