



THE CAPITAL LETTER

Newsletter of the Rolls-Royce Owners' Club of Australia (A.C.T. Branch) Inc.
Serving the Australian Capital Territory, Goulburn, Wagga Wagga and surrounding areas.



Branch mailing address:
PO Box 773, Mawson, A.C.T. 2607

FOR ROLLS-ROYCE AND BENTLEY ENTHUSIASTS

October/November 2014



BEP46078

1993 Bentley Brooklands

Rob & Bonnie Young



Brooklands at Gunning

From the Branch President

We are moving into the busy season as Christmas approaches. Three significant events occur for us in December, two of them on consecutive days. The first of these is our **December Monthly General Meeting, which will be attended by John & Rae Kennedy from the U.K. John has agreed to give a presentation on his 1913 Rolls-Royce Silver Ghost, Chassis 2260E, known in these modern times, as The Radley Ghost.** It was in this car that James Radley, adventurer, aviator and motoring enthusiast achieved some outstanding results in the Austrian Alpine Trials of that year, achieving for Britain unparalleled success and the highly coveted trophy, redeeming the stature of Rolls-Royce, as *The Best Car in The World*, after less than glorious outcomes in the 1912 event. Rolls-Royce entered three team cars, 2212, 2224 and 2260 in the 1913 event, and Radley's car 2260E was a private entry. Suffice to say the four cars came home 1,2,3,4 with Radley's car taking First Place in the event.



John Kennedy acquired the car in 1990 and has brought it back to the format in which it participated in 1913. In 2013, he entered the car in the Centenary celebrations of its success, taking a host of photographs of the car in the same locations as photographs were taken in 1913. I have seen these historic photographs taken 100 years apart, and at our December Meeting you will get to see these, and hear the fascinating stories of the car's achievements 100 years apart in John's electronic presentation. Wednesday 3rd December will be a night for members not to miss.

Then, just three days later, on Saturday 6th, we have our annual end-of-year club Christmas function, which this year sees us return after some time, to the popular Poachers Pantry. It's always an unknown when we make a decision on a venue and a date, for functions like this, but we are delighted that we have around 40 members and partners attending on this occasion. We can probably still squeeze a couple more in, but you'll need to be very quick.

And on Sunday 7th December there's the Terribly British Display Day. I would urge you all to bring your Rolls-Royce or Bentley, all polished up, for this day. It would be great to have a diverse display of 20 or more of our cars. John & Rae Kennedy are the owners of the 1910 Silver Ghost, Chassis 1425, the blue car of which Ida and I have been custodians since 1988. Just imagine that. That's 26 years now, and no end in sight to this enormous privilege. I have to pinch myself when I think of this. John will be driving this to the display.

Hope to see you all at as many of these occasions as are possible for you. In case, for some reason we don't catch up with some of you before Christmas, I take this opportunity on behalf of the A.C.T. Branch, to wish you all a very merry and safe Christmas, a relaxing festive season and a Happy New Year.

Just as we were going to press with this edition we were saddened to hear of the death of Branch member Len Williams.

*Ian Irwin
President*



Left: 2260E, the triumphant private entry by James Radley in the 1913 Austrian Alpine Trials, as beautifully preserved by owner John Kennedy. This photograph was taken by Gordon Hanley of Brisbane when he accompanied your Editor to John's Berkshire home some years ago.

Front Cover picture: The inaugural Club outing for Rob Young's recently-acquired 1993 Bentley Brooklands BEP46078 was to Gunning where we joined Canberra and district Jaguar owners for lunch on September 28th.

The fact that member-contributed articles are included in this and the previous editions of *The Capital Letter* is very encouraging, and I thank the writers involved. To have articles written by our own members adds immeasurably to the value of a magazine such as this, so please keep these articles coming. This issue and the previous one might be rather closer together than normal, which is due to the lateness of the last one to which a misunderstanding with our printers contributed but which was resolved again by the renowned diplomacy of our Secretary Peter Hyland who is a real gem.

Most of our longer-standing members will remember Penn Bradly, our founding Branch President. Indeed, like me they may well have enjoyed a chat with him from time to time, at the 'Terribly British Day' and other events when he was regularly seen long after his departure from our Club. For my part, it was Penn who suggested that I apply for the position of Editor of PRAECLARUM in 1982 and who helped me to do so successfully, and life would never be the same afterwards. Indeed for more than 20 years afterwards!

It was gratifying to see our joint event with the local Jaguar Drivers' Club go off so successfully. For that we largely have Steve Stuckey (of both Clubs) to thank, as well as our Branch Secretary and of course those who participated. I for one hope that we can look forward to this becoming an annual event.

In December we have the opportunity of enjoying each other's company three times within five days! All members are asked to take advantage of this opportunity. Of particular interest is the presentation at our Monthly Meeting by John Kennedy on his Radley Ghost 2260E of 1913 Austrian Alpine Trials fame (see photograph opposite page).

Martin Bennett



Robert Penn Bradly

On 5th October, I received news of the death of Robert Penn Bradly, who passed away at his home in Harden. Penn, as he was known, was *very* well known, and it is a measure of just how well known he was in the world that the initial news of his death came to this writer from the United Kingdom.

Of great significance to the A.C.T. Branch of the Rolls-Royce Owners' Club of Australia is the fact that Penn was our inaugural President, also serving as Delegate to the Federal Council where he strongly established our credentials as a new Branch of the Club that was here to stay. His interest in Rolls-Royce and Bentley motor cars was strong, taking in ownership of a variety of models encompassing a Bentley Mk VI, Silver Clouds I and III, at least two Silver Shadows, and the James Young Bentley S1 that later passed through the appreciative ownership of this writer. Eventually though, Penn left us on very good terms to focus on the marque that he loved most – the Armstrong Siddeley. Although he and his family lived in Canberra during the time he was active in our Club, he later moved to Binalong, then to Harden, New South Wales.

Penn was a particularly competent author whose books and articles on the Armstrong Siddeley marque are known and respected throughout the world. His knowledge of the marque is unmatched anywhere, and his generosity in passing on his knowledge and advice knew no bounds. Penn's passing will be strongly felt by the Canberra, New South Wales and World classic car movements.

Our deepest sympathy goes out to Penn's wife Miriam, and to Andrew, Warwick and Caroline.

Martin Bennett

Branch Events Calendar

NOVEMBER

Wednesday November 5th: Monthly Meeting at the Ainslie Football Club. Dinner in the bistro from 6.00 p.m., Meeting at 7.30.

DECEMBER

Wednesday December 3rd: Monthly Meeting at the Ainslie Football Club. Dinner in the bistro from 6.00 p.m., Meeting at 7.30. Guest speaker John Kennedy (U.K.) will give a presentation on his famous Radley Ghost, 2260E. Not to be missed!

Saturday December 6th: Christmas Lunch, Poachers' Pantry, off the Barton Highway just over the border into New South Wales.

Sunday December 7th: 'Terribly British' display day. One of our annual set-piece events and perhaps our most important one of the year.

Rob Young (left) and owner Bryce Ronning with the "stunning Rolls-Royce Silver Wraith" referred to in the article on our lunch run to Gunning with the Jaguar Drivers' Club in this edition. It is certainly an outstanding example of your Editor's favourite Rolls-Royce model.





During a recent visit to Paradise Garage in Sydney with Rob Young, this London street sign was spotted on the workshop wall. Instantly dismissing from my mind a vision of Paul Lukes up a ladder unscrewing it from the wall of the famous London Rolls-Royce office and showroom building, I initially took it to be a clever replica. Not so, however. It is perfectly genuine and was purchased by Paul at the Beaulieu Autojumble after the City of Westminster renewed its street signs and auctioned the old ones to collectors. Apparently Abbey Road fetched the highest price!



Cars For Sale



1975 Silver Shadow (SRH22160)
Australian delivery; attractive car; generally fine condition; present owner since 2001. \$13,500. Bill Fleming 02 6287 5051; e-mail wgr.fleming@gmail.com



1977 Silver Shadow II (SRH31902)
Immaculate throughout. Three owners since new. Long service history with Paradise Garage including much recent work. 12 months registration with N.S.W. plate RR-1277. \$35,000 o.n.o. Rob Young 0411 286 455.

Peter Willcox (Vic. Branch) sent this shot of his superb 1938 Wraith Hooper touring limousine WHC36 at its first Victoria Branch outing since he purchased it from its Western Australian previous owner. This is the car depicted when new in a New York street scene on the front cover of The Capital Letter of May/June this year. Note the very practical use of the folded-down boot-lid!





A panoramic shot by Ian Dunn showing most of the R.R.O.C. and J.D.C. cars that descended on the small Southern Tablelands town of Gunning on September 28th.

Run to Gunning with the Jaguar Drivers' Club of Canberra

September 28th

By Ian Dunn with apologies to Steve Stuckey who did most of the work on this article.

At the instigation of the Jaguar Drivers' Club of Canberra and in particular their new and very enthusiastic Social Secretary Steve Stuckey, we were invited to join them on a Sunday outing. After some discussion it was decided that Gunning was a reasonable place to go – not far from Canberra, and the last Sunday of the month is market day. Spring seemed like a good time.

On the last Sunday of July five of the JDCC members and Ian & Ida Irwin did a recce to Gunning to see how it might go. The local Lions Club who publishes the *Gunning*

Noticeboard offered to put something in to encourage locals to come and have a look. The people in the Telegraph Hotel were pleased to have people in the bistro for lunch, and the people who run Gunning Motors, the only service station in town, were happy for us to park in the vacant block next to them, as long as we didn't block access for anyone who wanted to get to the diesel pumps.

The morning of Sunday 28th September dawned clear and gorgeously Canberra springtime. We had arranged to meet in Antill Street at the big roundabout in Watson for a 10.00 a.m. departure via Sutton, Gundaroo and thence Gunning.

Below: Peter Firth's 1986 Silver Spur ANG16384



On the day we ended up with 21 Jaguars, four Rolls-Royces, two Bentleys, two Citroens and a Honda for a total of 56 people. There were three 1980s Rolls-Royce Silver Spirits, a 1981 Bentley Mulsanne, a 1993 Bentley Brooklands, and a stunning 1949 Rolls-Royce Silver Wraith – the last two cars and the Honda from Goulburn.

Oh yes, and Jaguars: an XK120, two XK140s, a Mk VII, a Mk 2, an XJ, an S-type, no fewer than seven E-Types, an XJS cabriolet, a Sovereign, two modern S-Types, an XK8 and two XFs.

We quickly filled the allotted area allocated to our parking and spilled out onto the street. Cameras came out, a couple of bonnets were opened, stories swapped. Then we began to notice some other older cars meandering down the main street – Mustangs, Mercedes, Holdens, an Austin, Fords. We discovered that classic car clubs in Moss Vale and Cootamundra



had agreed to get together, in Gunning. There were, I think, 48 people in their party who also lunched at the local hotel making the wait for lunch orders a little slow but the harassed staff handled it all well and car club members waited with grace and patience.

One of the Coota club guys, and member of our Branch Phil Sproston, had brought a covered truck along, in which was strapped a lovely Jaguar XJC, a rare car which had not been registered in six years but which looked in great condition, and which was for sale. Tempting, but... ➡

Below: The Jaguar XK120 was one of the most beautiful and best-performing early post-war sports cars. This fabulous British Racing Green example joined us in Gunning for our delectation.





Above: Secretary/Treasurer Peter Hyland's 1982 Silver Spirit ASC04176.

Most members and partners could be seen wandering the streets with plastic bags, having contributed to the Gunning and region economy by buying clothes, pies and tarts, bread, flowers, olive oil, a book or two, etc.

The weather was glorious, and the Merino Café lived up to its reputation for serving great coffee. A few beers were downed at the Telegraph Hotel, lubricating the typically large country serves of hot lunches. People started to head home from about 2 to 2.30, some retracing their steps through Gundaroo and Sutton. Others returned to Canberra via the Hume

Highway and Murrumbateman. Some took the detour to the McKellar Ridge Winery, which had opened for the launch of their new sparkling red and a pinot noir. Very nice.

We enjoyed ourselves, we saw some cars we would not normally see, and gave our PMCs a nice leisurely run. Members of both clubs said they thought it was a great idea to have another similar run with them next year, to a different nearby town, and perhaps make this a fixture on our annual calendar.

Well done Steve, thanks for including us.



Below: Steve Stuckey's 2013 Jaguar XF saloon. Below right: John Tetley's 1981 Bentley Mulsanne BSB03228.





***Above:** Bryce Ronning's 1949 Silver Wraith Hooper touring limousine WFC67. Driving along the practically deserted old Hume Highway between Bredalbane and Gunning in this lovely old car was a great pleasure.*

***Below:** Ken & Frances Lo's 1986 Silver Spirit ASG15800.*





Above: During our joint outing it was found that hanging on the wall inside Gunning Motors was this photograph – of Gunning Motors! It appears to have been taken around the start of the 1950s. The reference to Rolls-Royce and Bentley on the right of the building is particularly intriguing. York Motors in Sydney held the Rolls-Royce and Bentley agency at the time, but it seems that they may have appointed sub-agencies, probably for servicing but perhaps one could place an order for a new car with them, too!



SERVICE! That's the word!
Every Motorist Gets It When he Calls at

TAYLOR & LOCKWOOD'S
Tourist Service Station
213-217 Auburn Street, GOULBURN

District Agents for Hudson, Essex, Rolls-Royce,
and Fiat Cars; also Bean and White Trucks.

Mechanical and Battery Repairs—Expert Staff.

Several Bowers—Air and Water.

Tyres
Tubes

Parts
Accessories

TAYLOR & LOCKWOOD LIMITED
Telephone: 455

Left: This 1920s advertisement for Taylor & Lockwood's Tourist Service Station in Goulburn's main street mentions Rolls-Royce and, like at Gunning Motors, this was probably a sub-agency. But again, could the sub-agent accept a new car order? The answer is yes, it could and did. The proof is in the Taylor & Lockwood tag (*below*) that was and still is attached to 1925 Rolls-Royce 20 Horsepower GPK42 Windovers tourer, delivered when new to James Liddle of the Empire Hotel, which was and still is just across the road from the site of the garage. The car is now owned by Geoffrey Harrison (N.S.W. Branch). Pictures from Tom Clarke (U.K.).





A 1947 mystery line-up – 2

By the Editor

Following on from our picture in the last edition, here is another shot of the same group of cars behind the Hythe Road Service Station in west London. Again we see the urbane and dapper Jack Scott of Conduit Street Sales with, on the right, Group-Captain B.A. Vautier, the Motor Car Division's Overseas Representative.

Bertram Alfred Vautier (1899-1966) served in the R.A.F. for 30 years before joining Rolls-Royce Ltd. He and Scott accompanied the four Rolls-Royce Silver Wraith and three Bentley Mk VI cars that were sent to the United States on a promotional tour in 1947, *The Autocar* writing that his “engaging personality won him many new friends” during

the Tour. Again, it would be easy to jump to the conclusion that the cars seen here (even though there are only three Silver Wraiths) are the American Tour cars. However, they are not the same cars, and the purpose of lining them up and photographing them with Company personalities remains a mystery.

The cars are, from nearest the camera: Bentley Mk VI James Young saloon-coupé, Silver Wraith Hooper touring limousine, Bentley Mk VI standard steel saloon, another Silver Wraith Hooper touring limousine, Bentley Mk VI Vanden Plas drophead coupé, Silver Wraith Park Ward saloon.



Tailpiece . . .



Club cars at this year's 'Wheels' display. as far as can be ascertained they are, from left: 1949 Bentley Mk VI Freestone & Webb saloon B474DA, 1957 Silver Cloud SED51, 1965 Silver Cloud III SJR309, Bentley Turbo R, 1973 Corniche Convertible DRH16855, 1988 Bentley Eight BEJ23222. Photo by Jordan Devine.

BRANCH COMMITTEE

President:

Ian Irwin
P.O. Box 333
Hall
ACT 2618
02 6259 9770
newkeadymore@beagle.com.au

Senior Vice-President:

Gos Cory
P.O. Box 245
Goulburn
NSW 2580
02 4822 5135
0414 999222
Goscory@ozemail.com.au

Junior Vice-President:

Martin Bennett
177 Old South Road
Yarra via Goulburn
NSW 2580
02 4829 7140
hjmullinersw@bigpond.com

Secretary & Treasurer:

Peter Hyland
PO Box 773
Mawson
ACT 2607
02 6286 4265
phy40183@bigpond.net.au

Registrar:

Ian Dunn
40 Murrarji Street
Hawker
ACT 2614
02 6278 3763
iandunn@grapevine.com.au

