



Rolls-Royce Owners' Club of Australia (NSW Branch) Inc.

Monthly Bulletin and Event Reminder




AUGUST 2018

Happy Birthday horses

Visit us at <http://www.nsw.rroc.org.au/>

Or check our Facebook pages at <https://www.facebook.com/RollsRoyceOwnersClubNSW/>

Future Events

August 2018	
SUNDAY 12 	SHANNONS EASTERN CREEK DAY - TICKETS ARE LIMITED Please advise Bob Aaby at radby@bigpond.com or 0409 317 974 if you intend joining us so as we can reserve the appropriate number of spaces to display a fine collection of Rolls-Royce and Bentley motor cars.
WEDNESDAY 15 	GENERAL MEETING Meeting at 8pm. Meet to eat from 6.30pm. BARNWELL PARK GOLF CLUB, FIVE DOCK.
SATURDAY 18 	ROYAL AUTOMOBILE CLUB OF AUSTRALIA MOTORING DINNER Always a good night out with great company, a grand dinner, fine wines and excellent guest speakers all held in the elegant surroundings of the Royal Automobile Club of Australia, 12 Macquarie Street, Sydney. Dress: Black tie/business suit, Time: 6.45pm Cost: \$135 pp (on table of 10) payable to RROCA-NSW. RSVP August 3 The Sir Henry Royce Foundation's R-R Phantom V will be on show (along with a 1968 London-Sydney marathon car) but also our President Jeanne will speak about this Phantom V and John Matheson's and her Peking to Paris Motor Challenge 1997. It would be great to have as many RROCA members as possible. If you would like to join us, please let Jeanne know ASAP. Jeanne Eve president@nsw.rroc.org.au Ph 0402 991 996

SATURDAY 25



MULLA VILLA

LONG RUN IX

The next Long Run will be to our historic Hunter Valley region, starting in Hornsby at 9:30am, along the scenic Old Pacific Highway, out through Kulnura and Buckety stopping for lunch at Mulla Villa, located just minutes south of the historic Wollombi village. All sealed roads. Beautiful scenery. Contact shay@gillings.com or download the form in Members section of website.

Plenty of time to wander around the interesting parts of this early Australian building. There will also be a run from Newcastle down if there are any takers. This is a ticketed event.

Tickets are now available online:

It is strictly prepaid. \$38pp \$15pc (12 and under).

Bookings are at: <https://www.trybooking.com/WGPA>

There are limited places for this event. **Enquiries to shay@gillings.com**

September 2018

SUNDAY 9



'SILVER GHOST SCHOOL OF INSTRUCTION'




Calling all Silver Ghost enthusiasts and potential custodians and especially younger club members and the not so young members who aspire to be custodians and drive a Silver Ghost. This is your chance to get to know these vehicles, the best cars ever built and sold by Royce and Rolls.

My aim is to enthuse younger members and other interested members to learn the inner workings and technical facts of these fabulous vehicles. We are planning a "School of Instruction" for potential Silver Ghost interested members and/or their family members.

The date for the "Silver Ghost School of Instruction" is Sunday September 9, at the home of Rex and Nora Vincent and our instructor will be Rex.

The aim of the day will be to explain to you and show you everything you need to know about the running of the Silver Ghost from pre-checking and starting the vehicle to driving the vehicle mastering the gear change, braking and all other important considerations.

The starting time will be 10.00 am and a light casual lunch will be served gratis! Please let us know if you are coming so we can cater for the appropriate numbers. [Bryan Inder 0414 665 563](tel:0414665563) or [Rex Vincent 0411 689 972](tel:0411689972)

<p>SUNDAY 9</p> <p><i>INVITATION EVENT</i></p>	<p>SOUTHERN HIGHLANDS CLASSIC CAR DISPLAY – MITTAGONG</p> <p>This event is always a pleasant day in the Highlands. Food, tea and coffee available during the day plus the venue is not too far from Mittagong's Antique Centre. Plenty to see and enjoy.</p> <p>See the flyer a little further on in this Bulletin.</p>
<p>FRIDAY 14 TO WEDNESDAY 19</p> <p>CANCELLED</p>	<p>DERBY REGISTER LONG WEEKEND – SCONE</p> <p>Contact Derby Registrar, Mal Henderson, to book your place in the L-O-N-G weekend based in Scone. derby@register.rroc.org.au</p>
<p>WEDNESDAY 19</p> 	<p>GENERAL MEETING</p> <p>Meeting at 8pm. Meet to eat from 6.30pm. BARNWELL PARK GOLF CLUB, FIVE DOCK.</p>
<p>FRIDAY 21 TO MONDAY 24</p> 	<p>DAWN PATROL XVII</p> <p>This popular annual event is on again!! This year it will be based in Young NSW, the cherry capital of Australia. Details are in the latest L&D.</p> <p>Contact organisers, Linda & Mike Eames silver_dawn@bigpond.com</p> <p>BOOK YOUR ACCOMMODATION AT THE YOUNG FEDERATION MOTEL</p> <p>www.youngfederation.com.au and for bookings bookings@youngfederation.com.au Quote reference "Dawn Patrol W/end"</p>
<p>SUNDAY 23</p> 	<p>ALL BRITISH DAY – KINGS SCHOOL</p> <p>Always a great day. This year we will be on the lower oval well away from the grease emitting barbeque area.</p> <p>Tickets are \$15 if you collect and pay at a General Meeting or \$17 if posted.</p> <p>CONTACT DAVID HUGHES abd@nsw.rroc.org.au</p> <p>ATTACHED IS THE LAYOUT PLAN OF THE KINGS SCHOOL AREA FOR THE DISPLAY.</p>

SUNDAY 30



JUDGES TRAINING DAY

Chief Judge Kim Stapleton will be running a Judges Training Day on Sunday September 30. Venue to be advised.

This will be an Introduction to the new Judging forms as well as for apprentice judge training. *Everyone* welcome; current Concours Judges and aspiring apprentices.

This Branch needs a strong contingent of experienced Judges for our Federal rally in 2020. Great training. Follow-up on NSW Concours judging October 20 and again NSW Display Day on November 11. It will be fun and informative.

October 2018

SUNDAY 7



ROLLS-ROYCE TECHNICAL DAY

Organiser: Charlie Frew - Technical Officer for NSW RROCA

The club will be holding a special Rolls-Royce Technical Session at the CodeClean Club Rooms [13/12 Cecil Rd., Hornsby](#) on the morning of Sunday 7th October 2018 to assist members in preparing for the 2018 Concours. The session will commence at 9.00am with light refreshments, morning tea will be served around 10.45am with the event concluding around 12.00 midday.

There is no charge to members for attending.

The main focus of the session will be on the preparation of a vehicle for the annual Concours. Accordingly, the concentration will be on paint, leather, chrome, tyres and wood.

To book for this session please send an email technical@nsw.rroc.org.au giving your name, mobile number and some information about your car with specific regard to the type and age of the paint. Places on the day are limited to 30 so will be allocated on a "first in" basis.

If more information is required please call Charlie Frew on 1300 845 498 or mobile 0488 223 322



**FRIDAY 12
TO
SUNDAY 14**



MOTORCLASSICA – MELBOURNE

This year a line-up of top of classic vehicles will be on display once again. Last year several of our member's vehicles were recognised for the fine cars they were.

Always an excellent display.

Held in the Royal Exhibition buildings, Melbourne.



SUNDAY 14



Please pay on the day.

THE RROCA RETURN TO WOMBAT FLATS RUN IV – 2018

Where: Bob Doyle's farm – "Wombat Flats" 39 Waterfall Creek Road. THE OAKS. 2570

Time: From 11am onwards.

Sausage Sizzle: Sausage sizzle and continuous tea and coffee, tables and chairs all provided. BYO salad, other drinks.

Cost: \$25 which includes your sausage sizzle and all-day tea and coffee. All proceeds will go to supporting the Phantom V.

RSVP to Brian Crump by phoning 0419 417 813 or by email spitz@bigpond.net.au by 7th October for catering purposes.

Latecomers welcome – just let us know so we can ensure supplies.

WEDNESDAY 17



GENERAL MEETING

Meeting at 8pm. Meet to eat from 6.30pm. **BARNWELL PARK GOLF CLUB, FIVE DOCK.**

SATURDAY 20



CONCOURS JUDGING DAY

We will judge all Concours entrants at John Vawser Motors, 62 Powers Road, SEVEN HILLS.

Then the awards will be made at our Presentation Evening at Roseville Golf Club on Saturday 24 November. Concours booking forms will be available with your L&D as well as the monthly Bulletin.

Marienne Vawser has very kindly agreed to provide us with morning tea.

To help with catering would you please let Marienne know you are coming. mariennevawser12@gmail.com

WEDNESDAY 24



DINEAMICS LADIES LUNCH

“Plonk” on Ferguson Marina, Spit Bridge. Organiser: Shay Gillings.

MONDAY 29 OCT TO SATURDAY 3 NOV



Mr E Kelly negotiating with his banker



P S Hero

THE REPLACEMENT S.M.A.R.T. EVENT

Our aim is to tour some parts of the Riverina and see a few things you have not seen before – guaranteed!! We meet at Wagga, travel to Jerilderie, Deniliquin, Echuca, Rutherglen and back to Wagga for our final night.

Saturday 3 November you can head for home from Wagga via Gundagai and the Hume Highway stopping off at the Yass Classic or through Junee and the Licorice & Chocolate Factory and on to Bathurst.

In Jerilderie we will enjoy lunch in the old Bank of NSW building held up by Ned Kelly and his gang in 1879. Apparently, Mr Kelly made a withdrawal of just over two thousand pounds but omitted to deposit the funds first. BNSW became excited over that and the manager's report is still part of Westpac's archives. We will also see more Kelly gang notable sites in the area, too.

In Echuca we will enjoy a fine meal on a 144-year-old paddle steamer. The Hero is a paddle steamer built at Echuca in 1874 by George Linklater. The working life of Hero first ended in 1957, but it was later restored c2000 as a first-class luxury paddle steamer finely fitted-out for private charters. Just for fun this evening will be black-tie, so the ladies can dress up and the men can look like Murray River penguins.

Excellent accommodation and something VERY different every day. All driving is on quiet sealed secondary roads except the first and last days when we need to hit the highway. We don't care what car you bring just make sure you come!!

If this interests you please contact Bruce Duncan via email at bruced2076@gmail.com for details and costs.

November 2018

SUNDAY 11



"Linnwood"

DISPLAY AND PICNIC DAY

This day is the 100th anniversary of the end of WW1, the war to end all wars so it was said. We will hold a friendly picnic and display day at Linnwood House, 25 Byron Rd, Guildford

Invitations have been extended to several boutique British car clubs and already several have accepted. This is shaping up to be an interesting day with plenty to see including Linnwood House which will be open for inspection.

No charge to enter the grounds however there is a charge of \$3.00 to enter the house. Arrive and leave at any time that suits you between 10.00am and 4.00pm. Bring your picnic or purchase your food on site. There will be a barbeque plus light refreshments available as well. A coffee cart will be on site.

IF YOU WOULD LIKE ADDITIONAL INFORMATION CONTACT bruced2076@gmail.com

WEDNESDAY 21



GENERAL MEETING

Meeting at 8pm. Meet to eat from 6.30pm.

BARNWELL PARK GOLF CLUB, FIVE DOCK.

SATURDAY 24



ANNUAL DINNER AND PRESENTATION EVENING

Once again, this popular evening will be held on a Saturday evening at the Roseville Golf Club, 4 Links Ave, Roseville NSW.

Details will be in a future Bulletin and L&D. For now, just mark the date in your diary.

December 2018

WEDNESDAY 19



GENERAL MEETING

Meet to eat from 6.30pm. A quick meeting at 8pm followed by a little Christmas Cheer and conversation !!

BARNWELL PARK GOLF CLUB, FIVE DOCK.

WELCOME TO OUR 2018 - 2019 COMMITTEE

At our 2017 Annual General Meeting the following were elected or appointed as our club committee for the next 12 months. Congratulations to all

President **Jeanne Eve**

Senior Vice President **David Marshall-Martin**

Vice President **Bob Doyle**

Secretary **Vacant**

Treasurer **Mike Mulvihill**

Archivist & Trophy Master	David Marshall-Martin	Assistant Librarian	Ross Edwards
Editor	Margaret Gillings	Chief Judge	Kim Stapleton
Historian	David Neely	Historic Vehicle Registrar	John Elmes
Librarian	Virginia Pang	I T Officer	Chris Gillings
Membership Registrar	Steve McDonald	Social Media Officer	Shay Gillings
Technical Officer	Charlie Frew	All British Day Delegate	David Hughes
General Committee Members	Bob Adbly Rally Director	CMC Delegate	Bob Adbly
	Mark Glanville	Federal Delegates	Jeanne Eve
			Mal Henderson

► YOUR LINK TO THE CMC JULY PRESERVE MAGAZINE

<http://cdn-au.mailsnd.com/58026/8UTKR25jCro1qT2zzb1amJYBSHOFVkjYhA6vydGJ9bU/1984608.pdf>

Click on the link to open the latest The Preserve magazine

► **BENTLEY'S BOY-RACER** - (Words editor, pictures Bonhams) FROM *PreWarCar.com* & *PostWarClassic.com*



You may not want to believe this, but even here at PostWarClassic we do not know everything. The advantage is of course that when we come across something so odd that it even shocks us, we are willing to share it with you lot immediately. And the car seen above fits in perfectly with that theory. Would you believe us when we told you it's a Bentley Continental Two-door Saloon? Of course you would as it is just that.

But how did it come about? Well, that's a question we liked to see answered when we came across the car in Bonham's catalogue for the Festival of Speed, next week. The car turns out to have been one of several made to measure for one mister McLeod. He had a soft spot for shortened cars, with their wheelbase pretty much unchanged but the wheels more or less at each corner and coachwork with minimum overhang. Apart from this one there have been several more. How about [this Bentley Continental](#)? Or [this one](#)? Both were also built for McLeod.

The example seen here started life as a 1964 Bentley S2 Continental with in this case a shortened (rolling) chassis before it was sent off to coachbuilders Park Ward. They turned it into something that must have been really unusual in 1964, when it drove around London wearing the registration number 'H1' as a Bentley Boyracer avant la lettre. But it may look just odd now. We do like it. Or do we? It's hard to decide, really.

When McLeod decided he had enough of it, he did manage to attract a new owner for it. It is perhaps no surprise that it eventually ended up with Arnold George Dorsey in 1979. Hang on, who? Well, Dorsey is better known under his *nom de plume* Engelbert Humperdinck. But even after 39 years of owning it, the entertainer thinks it has now become time for somebody else. As Bonhams states: "A wonderful opportunity to acquire one of the more unusual variations on the Bentley Continental theme." See more information [here](#). Oh. And if you like your Bentley Continental in silver grey but slightly more down to earth, [they have this one, too](#). It's estimated to sell at almost ten times as much as the Bentley Boyracer, but then you won't find anybody not liking your latest purchase...

► **WANT TO DISPLAY YOUR CAR AND HAVE A VIP NIGHT OUT?** lucy.kate@optusnet.com.au

Lucy Hardaker contacted us via our website and asked the following:

I'm contacting you from Beyond Cinema - we run some of the biggest immersive cinema events across Australia. On August 19th we are holding an immersive screening of The Great Gatsby at the wonderful Curzon Hall Castle in Marsfield. We are after 1 or 2 cars for display in the driveway for the evening that fit the theme and was wondering if we could perhaps make an arrangement to display your wonderful vehicles? Let me know your thoughts and we can gladly offer you some VIP tickets on us to enjoy the event whilst your car is looked after by our team.

The date range we would be looking for would be anything in the 1920s to early 1930s (1933). Around 2-3 cars would be ideal. If anyone sparks interest I would love to hear from them directly, would be great if they would contact me via my email.

If this interests you please contact Lucy Hardaker direct. Any arrangement is between you and Ms Hardaker and does not involve the RROCA-NSW

► **JUST IN TIME FOR SUMMER**



Understated and elegant, this 1949 Bentley MkVI wears a very special and unique one-off cabriolet body by Pinin Farina, commissioned by Dr. Willi Spieler of Switzerland. Chassis number B435CD was cleared from chassis testing in May of 1948, before being shipped to Turin to receive its new body. Personally penned by Batista "Pinin" Farina, the MkVI was bodied under his supervision and completed in time to be unveiled at the 1949 Geneva Salon. It

was then delivered to the selling dealer, and assigned its first registration, BM1949. A scant few Bentley MkVI chassis were bodied by the great Italian Carrozzeria, the most famous of those being fixed the Facel-built fixed head coupes. It is believed that no other open cars were constructed in the same style as this. It is said that Batista's son Sergio as well as his grandson Paolo felt this elegant Bentley cabriolet was one of their favorite creations from the great designer.

Today, this rare and handsome Bentley remains in excellent condition having seen light, careful use since the restoration. The silver paint is understated, nicely highlighting the sophisticated Pinin Farina lines. Typical for the great Carrozzeria, the body is left largely free of flashy chrome, relying instead on finely sculpted surfaces and subtle linear trim on the rockers and belt lines. The traditional Bentley radiator shell remains, of course, and the car is very elegant, looking years younger than its factory-bodied siblings. Bosch headlamps and apron-mounted driving lamps hint at the car's early history is Switzerland. The body remains straight, with very good paint and excellent panel fit and finish quality.

US\$525,000

CLICK ON THE LINK FOR DETAILS AND THE FASCINATING STORY OF THIS CAR

<https://hymanltd.com/vehicles/5898-1949-bentley-mark-vi-pininfarina-cabriolet/>

► LONG RUN IX. Saturday 25 August 2018

The next Long Run will be to our historic Hunter Valley region, starting in Hornsby at 9:30am, along the scenic Old Pacific Highway, out through Kulnura and Buckety stopping for lunch at Mulla Villa, located just minutes south of the historic Wollombi village.

There will also be a run from Newcastle down if there are any takers.

Tickets are now available online:

It is strictly prepaid. \$38pp \$15pc (12 and under).

Bookings and payment via: <https://www.trybooking.com/WGPA>

Enquiries to shaygillings@gmail.com

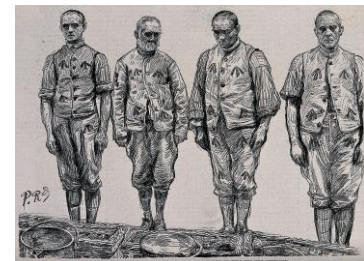


Where did the name come from? We are not sure for certain, but it has two possible origins.

Mulla might be an aboriginal word. Or the name might be of Irish origin. Eliza Dunlop the wife of the first owner of Mulla Villa was from Ireland and there is a village called Mullagh.

Mulla Villa was constructed by convict labour in 1840.

If you see a piece of sandstone, look at the pick marks in the stone crafted by the convicts.



► ROLLS-ROYCE DAWN BLACK BADGE 2018 REVIEW



As Rolls-Royce works to bait more younger buyers to the brand it is extending the choice of Black Badge models. They are far removed from an AMG Mercedes or an HSV Holden, but they combine more visual impact with a sharper driving package.

It takes a lot to top a Rolls-Royce on the school run.

A Ferrari or Lamborghini has more immediate impact, from their look-at-me styling to their raunchy exhaust notes, but everyone in the nine-year-old's class knows the Silver Lady.

Except this one is black. It's front-and-centre on the first [Black Badge version of the open-air Dawn convertible](#) to reach Australia and it's doing family duties on a Monday morning at the start of a Down Under display run.

The kids are clearly happy and intrigued, even if — as yet — none of them can hope to park the car in their garage.

But they are one of the target audiences for a brand which is looking for younger buyers and a more youthful following among the kids who might choose to put a picture on their laptop — no bedroom walls for this group — as a motoring dream.

Any Rolls-Royce is a dream machine and it's best to get the big question out of the way. The price.



“How much does it cost? It is priced from \$850,000 and this car is \$975,000 on the road,” says Hal Serudin, the regional PR chief of Rolls-Royce who has flown down from Singapore to keep an eye on the car.

The big-ticket item that drives up the price is a very special two-tone colour scheme, with black over a deep purple — called Belladonna — that changes colour depending on the light.

There are plenty of other subtle tweaks, from the dash trim to the seat stitching, but that's no surprise.

“Every Rolls-Royce these days has some level of bespoke treatment. They are all built to a customer order.”

But that has not stopped a rush for this car. A firm order has arrived just hours after it is washed and detailed for our test drive, and Serudin is negotiating — even with the tantalising prospect of a deal at close to \$1 million — for the car to continue on its tour before the eager buyer takes delivery.



When Rolls-Royce began its Black Badge range it was looking to cut the buyer profile from the wrinklies in God's waiting room.

It has obviously worked, and not just in showrooms.

“Wow. I really want one of those. One day,” says Claudine, who is doing the school run in her racer-red HSV GTS-R.

She likes cars, she likes to drive, and she knows all about the Dawn.

“It's big, isn't it. And I love the cabin, it's so luxurious,” she says, as Serudin invites her to take a seat. But not a drive.



Rolls-Royce was responding to an existing need among its owners with the Black Badge package, which is mostly visual but includes a few tweaks to sharpen the driving experience.

“We noticed more and more people were blacking out their cars. They were doing it themselves. But what was missing was the age-old craftsmanship,” says Serudin. “At first we didn't see the requirement. But the noise grew

louder. “We decided it was high time for us to do it. And more and more younger people were getting into the brand, with millennials among them.

“It’s a great way to rejuvenate the brand. We’ve always wanted to reach out to younger, but also newer, customers.” The first Black Badge models were the Ghost and two-door Wraith in 2016.

“The story for Australia is that the Dawn, in standard form, got so popular that customers were hankering for a Black Badge. So here we are,” he says.

And has the youth movement worked? “The average age for a Phantom buyer has dropped to around 50. But the average across the brand, globally, is now 39. “These are new entrepreneurs with a lot of money. They are assertive, and they want something bold.”



The basics of the Dawn are unchanged, from the twin-turbo 6.6-litre V12 and eight-speed automatic to the four-adult cabin, a seven-layer folding cloth top

and the sort of hand-built craftsmanship that gives Rolls-Royce its unique selling point.

Dawn Black Badge was rolled out at last year’s Goodwood Festival of Speed, appropriate as the event is run across the road — literally — from the Rolls-Royce factory.

But there are important mechanical changes, as the engine’s output is bumped to a rousing 442kW — although there is still no tachometer in the dash — with an 840Nm waterfall of torque from just above idle.

That’s an extra 22kW and 20Nm, although it’s not a lot in a car that weighs 2560kg.

Perhaps more importantly, the throttle mapping is recalibrated for what R-R describes as “an enhanced feeling of urgency”, just as the suspension is a little firmer — no real details are provided — and the steering is sharper.

The brakes also get a little work, with an extra inch in their diameter, and the transmission also gives slightly earlier downshifts to provide more engine braking.

There is an all-new exhaust system for the car, including a ‘low’ button to deliver a sound that R-R describes as “authority rather than hysteria”.

Visually, the obvious change is the high-gloss black on the bonnet mascot. The dark treatment extends to the grille surround, boot lid trim and exhaust outlets. This car also has dark carbon-fibre alloys.

Inside, the big change is the absence of wood in the dash. Instead, tiny 0.3mm aluminium threads have been woven together and then bonded into carbon-fibre and polished for a more youthful look.

At the rear of the cabin there is an ‘Infinity’ symbol — nothing to do with Sydney — embroidered into the leather.



It's a bit chilly on this winter's morning, but the school run has to be done top-down.

The change from coupe to convertible is quick and easy, and so is dribbling along with the traffic at 60km/h.

The heating is great, the view over the Spirit of Ecstasy is glorious, and the soft yellow light adds to the visual impact.

But not for long.

"Dad, it's blowy back here," says the nine-year-old, and the top goes up, with only a short drop below the trigger speed of 50km/h.

Now the car is taut and relaxed, although that's not the feeling behind the wheel of something this costly.

But the Black Badge has more immediacy than I remember, with slightly more feel from the wheel and a little more response to the accelerator.

The exhaust has more bass, but it's not remotely shouty and there are no childish artificial pops or bangs.

With the kids safely in school there is time, and reason, for a long loop out into the country.

This is where the Black Badge excels, as the tweaking removes the floaty feel that is so typical of a R-R without compromising comfort.



It's never going to be a sports car, but it's easier to get the Dawn gliding through a corner and there is better wheel control over bumps and corrugations without upsetting the occupants.

The brakes might be better but it's hard to tell in something this chunky. And it's not a car to stomp and throw at a corner.

But the engine response is epic, as I discover on a long uphill climb where the car positively romps up a section where even a sporty V8 requires a couple of downshifts.

I ask, and it delivers. And then some.

There is no need to push the 1800-Watt sound system as, like so much of the R-R experience, it's enough to know it's there and on call.

As I stop for a snack, the arrival of the Black Badge triggers pictures and chat, although nothing so gauche as selfies by the slightly-older crowd around the car.



It's impossible to get below the skin of the Black Badge in a brief preview drive, but the reaction from 'spectators' proves that it has the essential impact. And it works with people who are far below pension age.

As a drive, it's far less remote than other Rolls-Royces and has a touch more urgency. It's not a sports car, but that's not the idea.

It shows what Rolls-Royce can do, and is doing, as the Black Badge becomes one bookend for a company that will soon have the Cullinan – its first SUV, named after the world's biggest diamond — on the other side.

Fulfilling its brief perfectly, it's been a memorable drive in the Black Badge and there's no double Australia has enough sunshine, warmth and wealth to welcome the newest Dawn.

How much does the 2018 Rolls-Royce Dawn Black Badge cost?

Price: \$850,000 (drive-away)

Engine: 6.6-litre twelve-cylinder twin-turbo-petrol

Output: 442kW/840Nm

Transmission: Eight-speed automatic

Fuel: 14.7L/100km (ADR Combined)

CO2: 337g/km (ADR Combined)

Safety rating: N/A

What we liked:

- The bonnet mascot
- Effortless performance
- Old-fashioned quality

Not so much:

- The price
- Very hard to park
- The price



BRITISH & EUROPEAN AUTOMOBILE CLUB
(SOUTHERN HIGHLANDS NSW) INC.

Mittagong Public School Classic Car Display



Enter from Lee Street



Sunday 9 Sept.2018, 10am to 2pm

MITTAGONG PUBLIC SCHOOL – GOLD COIN DONATION UPON ENTRY
BBQ – Coffee Van – Tea & Scones

This is always an excellent display of many vehicles you don't often see.

The school's sports ground is an excellent venue with coffee and hot and cold food available during the day.

No need to book - just turn up.

► A REPORT AND RECOMENDATION FROM MARK GLANVILLE

The RREC annual rally has been on my to do list for a number of years now, so we decided 2018 was the year. It was part of the final leg of longer trip that Barbara and I had taken to Europe (save the best till....)

What a great event and weekend, the weather was perfect and so many Rolls-Royce and Bentley cars to inspect and admire. The sheer size of the event is spectacular with trader's tents to visit, spare parts to buy, car auction to attend and plenty of various activities to hold your attention throughout the weekend. Everyone had a story to tell and there are plenty on hand willing to share their knowledge. There were plenty of beautiful cars offered for sale with price tags that reflect meticulous restoration.

Surprisingly enough there was plenty of familiar faces from Australia to catch up with and share a story or two. The highlight of the weekend for me was meeting Mermie Karge (now UK based) and having the opportunity to drive her 1913 Silver Ghost.

I thoroughly recommend the weekend to all other members to put on their **to do list**. I have included some photos from across the weekend.



L - R

A line up of proper motor cars with Burghley House as the backdrop.

Ian Oliver's Mk6 Park Ward drophead (ex John Laws) from Canberra branch. Ian shipped his over for the event and the 1948 Earls Court 70th anniversary. Some of the Aussies over there - Greg May, Marie Harland, Mark Glanville, Barbara Glanville, Stephen Blundell, Jerome Bleijie (USA now) , Keith Wherry.

MORE NEXT PAGE



Clockwise from top left:-

Unrestored 1920 Silver Ghost, 70 years in storage, Brewster bodied landaulet, which has covered less than 10,000 miles since new.

Phantom 4, ex Royal car, complete with blue light.

1915 Silver Ghost - London to Edinburgh (love this colour)

1924 3ltr Bentley - Freestone & Webb Tourer offered at £300,000

1935 Derby Bentley offered at £138,000



Wednesday October 24th *Plonk*, on Fergusons Marina, Spit Bridge

<http://plonkcafe.com.au/>

Organiser: shaygillings@gmail.com



No wonder Facebook and YouTube are addictive. On our Social Media, responses from local and overseas Club members as well as from the general public are increasing and more varied. For example the short video posted recently on the SHRF Facebook found the great grand- children of Claude Mason, the Victorian Club member who fabricated the large Silver Ghost and 20 HP models standing proudly in the Archives. The most popular video so far was the Phantom V, SV5159 with a thousand views from which there were 27 shares and 32 Likes. Early stages but our audience is growing. On YouTube, the short video on the SHRF Merlin engine brought in feedback and helpful information from the Historic Aero Engines UK

Merlin 25 was a Mosquito engine. It differed from the Merlin 24 by having reversed coolant flow to better utilise the wing radiators of the Mosquito design. The right hand tractor only signifies the propeller rotation; the vast majority were right hand. Engine number in your video puts the engine as spring 1943. Most of these single stage / 2-speed engines (this version is not a two-stage supercharged engine) are rated at 1,620hp.

Have you looked at the Facebook, YouTube videos and website recently? It will become addictive, not only for new information but also to discover how many of us around the world share the same passion. See you online.

Jeanne Eve & Brian Crump. Trustees NSW

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<https://www.facebook.com/sirhenryroycefoundation/>

[YouTube Sir Henry Royce Foundation](#)

► A COLOURFUL PIECE OF HISTORY

When going through the adverts at PreWarCar.com, we came across this colourful 1929 Rolls-Royce Phantom II Boat-tail. There is no doubt this combination of "New Ivory" and "Mandeville Blue" (lavender) immediately caught your eye and we were curious to know more about the car. When we started reading we found out the car had a very interesting history which is fully documented. We would like to tell you a little bit more about this...



The birth

In September 1929 the rolling chassis numbered 70WJ was delivered to coachbuilder Barker. The company was given the task to equip the chassis with an "Open Tourer" coachwork, commissioned by the buyer but entirely under the direction of Rolls Royce Ltd. As soon as the Phantom II was finished, the car was shipped from Liverpool (UK) to Bombay (India). The SS Britannia with the Phantom on board sailed out on the 10th of January 1930. The car was brought to the local Rolls-Royce dealer in India and finally delivered to its first owner. The 21-year-old Prince Pratap Singhrao

Gaekwad, the 13th Maharaja of Baroda. An impressive title for a young man with now a very impressive car. The prince used the Phantom for hunting tigers.

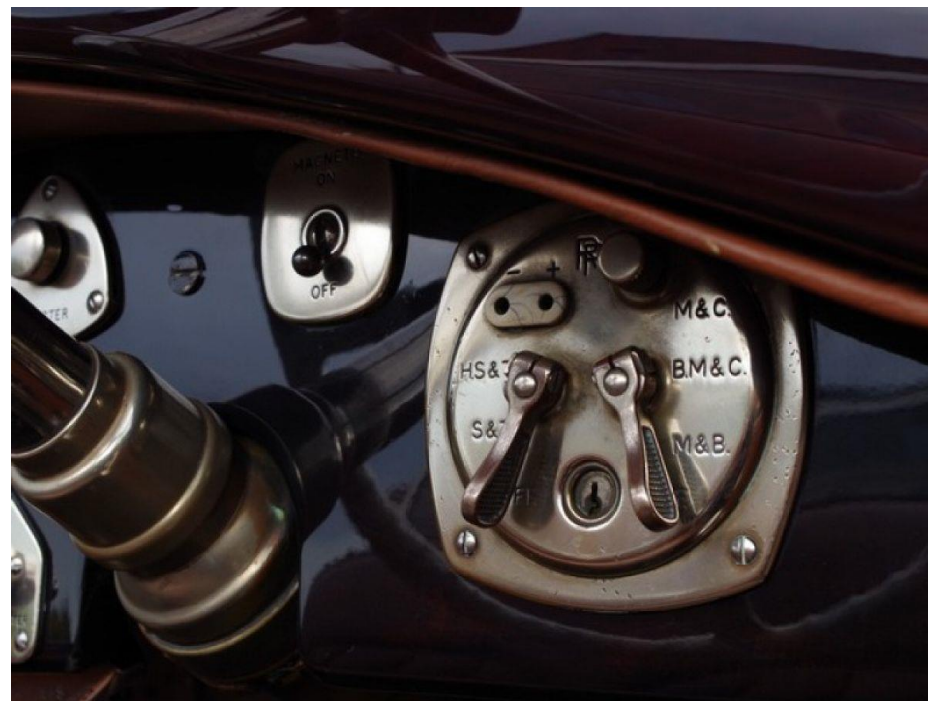
Only a few years later, in 1934 the Phantom was sold to Mr Keith Williams in London who mainly used the car to drive to his country house in Brighton. In 1940 the car again changed ownership but stayed in London and this time with Mr N. Gordon. Again the Phantom was sold in May 1967 to Mr John Smart. As he lived in Lloret de Mar, the car was transported to Spain. Approximately 35 km North of Lloret de Mar, near Gerona, a company called

“Carrocerias Vert” carried out some work on the car. Mr Josep Vert, the specialized coach builder changed part of the original body to a more elegant “Boat-tail” design.

Almost immediately after all the modifications were made, in 1968, the Phantom including the renewed body was sold to Thomas Watson Jr. from Connecticut (USA). He purchased the car for his brother Arthur K. Watson, who was given the car for his 20th wedding anniversary. The Phantom remained until 1994 with the influential Watson family who also owned the company IBM.

Back to its original colours

When in 1994 the Phantom was brought back to the United Kingdom the car was registered as JX2851 and became part of the Ashdown Collection. The Phantom II was sold at auction in 2010 and Rupert Blijlevens from the Netherlands became the proud owner of the car. Under his ownership, a lot of work has been done to the Phantom. The engine has renewed pistons, a new clutch, camshaft, cylinder head and also a new vacuum pump. The radiator and the nickel work is done by Derby Plating in the UK. And the car has its original colours back, as first delivered to the prince.



The Phantom is in a wonderful condition and ready to be enjoyed this Summer. The car has only done 10236 km, to which a lot more can be added...

Click on this link for MORE PICTURES AND THE CAR'S INTERESTING HISTORY.  [1929 Rolls-Royce Phantom II Boat-tail for sale](#)

Words by the editor. Photographs courtesy Gallery Aaldering. FROM PRE-WAR AND POST-WAR CARS

► ROYAL AUTOMOBILE CLUB OF AUSTRALIA MOTORING DINNER

It's on again ! We are keen to organise a table of RROCA members if possible.

Always a good night out with great company, a grand dinner, fine wines and excellent guest speakers all held in the elegant surroundings of the Royal Automobile Club of Australia.

The theme this year will be a celebration of marathon rallies with particular emphasis on the 50th anniversary of the first great event, the 1968 London to Sydney where the slogan was "10,000 miles in 10 days for £10,000".

We look forward to welcoming competitors from the several London to Sydney events and from other great rallies such as Peking to Paris.

Most importantly we will welcome some of the road warriors from the inaugural 1968 rally.
See the brochure for more details and how to book your place.



The Royal Automobile Club of Australia

Annual Motoring Dinner

Date	:	Saturday 18th August 2018
Venue	:	Royal Automobile Club of Australia 89 Macquarie Street, Sydney
Theme	:	Celebrating Marathon Rallies & 50th Anniversary of 1968 London to Sydney 10,000 miles in 10 days for £10,000
Reception	:	7:00pm Victoria Room, 3rd Floor
Dinner	:	7:30pm Macquarie Room, 4th Floor
Dress	:	Black tie or business suit
Price	:	\$148.00 per person or \$1,350 for a table of 10. The price covers a 3 course dinner, wine, beer and soft drinks together with a program celebrating the great rallies.
Program	:	Reminiscences of Max Winkless (1968 Volvo 144S 55th place), Barry Ferguson (1968 Holden Monaro GTS 12th place) and John Smailes (1968 rally journalist) in conversation with Will Hagon
		Presentation of RACA Trophies for Production Sports Cars
RSVP	:	by 31th July

**Please reserve your place by calling Yvonne, 8273 2322 or
eventsadmin@raca.com.au**

Let Jeanne know you would like to attend and you will be on the RROCA table

► BENTLEY CELEBRATES 100 YEARS WITH MULSANNE W.O EDITION



Bentley has released pictures of a [commemorative version of its Mulsanne limousine](#) that celebrates 100 years since the W.O. Bentley founded the British car maker back in 1919.

Painted in Onyx black paint, with matching black alloy wheels with a chrome bonnet strip, a small subtle badge on the front fender denotes the new Mulsanne W.O. [Edition by Mulliner](#), plus, blink and you'll miss, centenary self-levelling wheel centres.

It's inside the celebratory Bentley stands apart from a regular Mulsanne.

Featuring leather that's claimed to mimic the patina of vintage cars, the luxurious limo boasts a cocktail cabinet or bottle cooler with an embedded slice of a famous Bentley 8 Litre crankshaft from the founder's own car.

Elsewhere on the hand-made cabinet is the W.O. Bentley's signature.

According to Bentley, it will build just 100 W.O. Edition Mulsannes and all will come with lambswool rugs, crystal glass tumblers, privacy curtains on the rear doors and rear seat infotainment.



Under the bonnet, buyers will have the choice of either the standard car's 377kW/1020Nm 6.75-litre twin-turbo V8 or the more powerful 395kW/1100Nm from Mulsanne Speed model that's capable of hauling the 2.7 tonne limo to 100km/h, from standstill, in just 4.8 seconds.

Bentley says it will reveal the [special Mulsanne](#), and presumably its price tag, at the Monterey Car Week in California in late August with deliveries beginning in 2019.

Enjoy these links: <https://youtu.be/ZOZsSg6tHZM>
<https://youtu.be/enFvaY2XnVo>



► YABBA DABBA TYRES



Wooden tyres could be ready for the road in less than two years. But they won't be like the rolling logs used by cartoon characters Fred Flintstone and Barney Rubble. Instead, wood will become the [major ingredient for a sustainable future](#) as the tyre business looks to wean itself away from oil.

Michelin is driving the wooden wedge as it also works towards a future where 3D printing of rubber will allow cars to run on a single set of tyres for a lifetime. "It's not a dream. We should have the first industry machine in 2020. And then the industry will ramp up from there," says Michelin's Cyrille Roget, the worldwide director of scientific and innovation communication.

"We talk about moving on. We hope in 2020 we will be able to show the first tyre made of wood."

Roget says the switch to wood has a range of benefits, from the reduced reliance on oil to lower production costs and local sourcing.

"Trees grow everywhere. So you re-distribute the opportunity for everyone to have local sourcing. And they are renewable," he told carsales.com.au at the launch of Michelin's latest Primacy 4 tyre in Thailand.

"We will still have rubber in tyres, which is also sustainable." The wooden tyres will still have most of the components used today, but with a big difference. "The elastomers from wood chips will replace the oil content in tyres. 80 per cent of the materials in tyres are coming from oil.

"We have a project working with wood chips. We will use the waste from the wood industry to create elastomers that come into tyres. "We believe it is a good solution for the future," Roget said.

Michelin is doing some of its research on wood in Brazil, where it has established a sustainable plantation model that includes the growing of bananas and cacao alongside rubber so that people can be self-sufficient in all areas.

"That's a project we are really working on. We are working to have more plantations," Roget said.

Further into the future, Michelin says it is well advanced with its 3D printing plan. The idea is that a car is created with a single set of wheels and tyres, which are then renewed when the rubber wears down in a similar way to the old process of re-capping worn tyre carcasses.

"We have established a joint venture with a company called AddUp that is the leader in 3D printing for metallic parts. It has already made more than one million parts, so it is not prototyping.

"We are working with it to develop rubber printing, or polymer printing. We are more in the early stages of this technology. But it needs to be industrialised and ready for the future."

Roget says the realistic timeframe for 3D printing of tyres is 10-15 years, but that could change with new technology.

“We strongly believe that this is a solution that is well organised. It seems to be a good solution. Re-tread technology has been killed because Chinese imports were much cheaper than re-treading.

“The biggest hurdle for the moment is the network to be able to recharge the tyres. We believe the technology will develop very fast, so the question is how fast the network will grow,” Roget opined.

“We can print the tread, but it needs to be industrialised. We are making some very fast advances.

“It could be that eventually the re-charge station for your electric car is also the recharge station for the tyres,” he said.

Image: Cartoon Network, Hanna Barbera, Warner Bros Entertainment TM



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That's it for this month. Next edition will be SEPTEMBER 2018

EDITED BY BRUCE DUNCAN

A RECENT STUDY HAS FOUND WOMEN WHO CARRY A LITTLE EXTRA WEIGHT LIVE LONGER THAN MEN WHO MENTION IT.
