

LONDON & DERBY

Newsletter of the
Rolls-Royce Owners' Club of Australia (N.S.W. Branch) Inc.
Catering for Enthusiasts of Rolls-Royce
and Bentley Motor Cars



Vol. 62 No. 4
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Photo: Patty Aiosa

The ineamics at Young Alfred's

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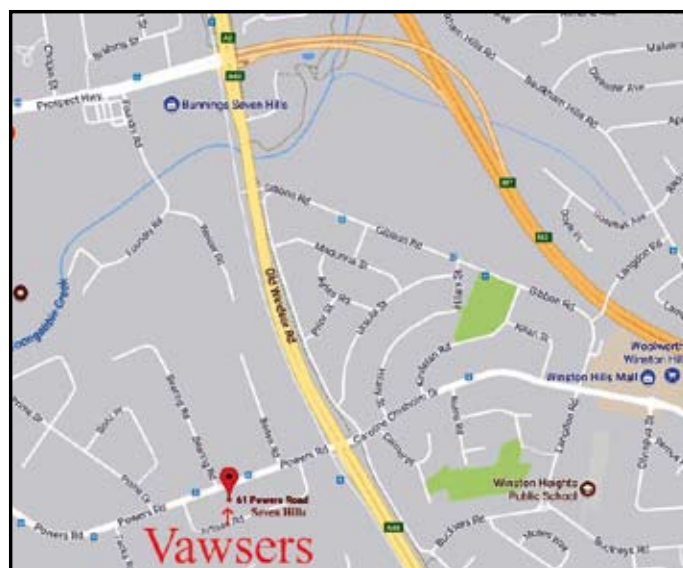
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Retiring President's Comments

THANK YOU !

At the July 2018 Annual General Meeting I stepped down as branch President handing the reins to Jeanne Eve. My belief is Jeanne is

the right person in the right job at the right time.

When I look back on my two years as President, I am reminded of so many great events and "happenings". Certainly, all our usual events were there, Commemoration Day, Drive Day, All British Day, Dawn Patrol and so on but also a number of new or different events which members enjoyed.

Several "Long Runs" were organised by Brian Crump, ranging from great lunch spots, museums both aircraft and motoring – certainly something for everyone. Thank you, Brian.

We had an inaugural run to Patonga to enjoy a pleasant drive with the added bonus of fish and chips right by the sea on a lovely sunny day. Our run to Norah Head Lighthouse was organised by Judith Merlin and was another excellent outing to a "different" venue. Not only did we go to the lighthouse, we explored the building with capable guides. Thank you, Judith.

And all the usual events needed organising by members which was done and done well. Thank you to all who hopped in as needed to make sure the rest of us enjoyed each particular event.

So, really as I fade into the sunset I just want to thank everybody who helped me during my tenure in the best job in the Club. I look forward to supporting our new President and Committee as they lead this fabulous Club forward.

What is my take on going forward? Currently I am the Federal Treasurer as well as the S.M.A.R.T. Registrar – two jobs to keep me occupied and off the streets. Plus, I will continue to create, edit and distribute the monthly Bulletin for the NSW branch.

Thank you to all members for their support over the last couple of years. I have been privileged to hold the position of President of the RROCA-NSW.

Bruce Duncan



*... and, on behalf of all our club members, Thank You
Bruce for all the time and effort you have put in over
the last few years.*

MG(Editor)



A seamless handover from retiring President, Bruce Duncan to incoming President Jeanne Eve.

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Editor's Comments

editor@nsw.rroc.org.au

Well, a new club year and we welcome the new faces on our Committee.

Judith Beaufoy-Merlin, to give her her full name, has retired after decades of being club secretary. You will all also be aware that she had a serious accident some weeks ago. The good news is that she is recovering slowly but surely and is undergoing rehab at the moment. Even so, Judith has taken on the position of Liaison Officer and will be contacting new members and those we haven't heard of for a while.

Justin Hutchinson sent us this link:

<https://www.rrec-photographs.com/copy-of-2016-annual-rally>. There are far too many photos to publish but it is well worth a look.

This issue has gone to 24 pages for a variety of reasons. One good thing about that is that I have been able to include an article on Alice Anderson, a pioneering woman motor mechanic. Brian Crump sent me this link ages ago but I've never had room before. I think you'll enjoy reading about her.

You may notice that there is no mention of '*date reserved for an event*' in Coming Events in this issue. This is because the rest of the year is pretty well accounted for. There is a rumour that a couple of tech sessions may be in the offing and we will let you know about those as soon as they are settled. Don't forget that our Facebook page always has events listed for the next 12 months and our web site for the next 4 months

Margaret Gillings, Ed.

The PV Conservation Fund Report as at 25 July 2018

The balance remains at \$3466.98

There may be some donations and expenses unaccounted for as yet due to the changeover of our Honorary Treasurers.

Come to Wombat Flats in October and help swell the coffers.

All donations to the Phantom V Conservation Account over \$2 are tax deductible. Contact: Brian Crump.

Our Historic Vehicle Registrar, John Elmes advises that the RMS will now accept computer generated pink slips for cars on historic plates. Not only that, but you no longer need to display your rego sticker. In fact, you will probably not even get a sticker with your next rego renewal.



From The Membership Registrar

membership@nsw.rroc.org.au

Hello everyone,

Our current membership is 462 - (at the time of writing.)

The membership returns are still coming in although they were due on the 30th June. The process to receive, update the record and pass returns on to the treasurer for banking can sometimes take a while. However, if you have sent in your return then you will be determined to be a financial member for the purpose of historic registration. If you haven't, then you are deemed not to be a financial member. We still accept your returns, so don't leave it too much longer.

Please note that any membership alterations must be directed to the Membership Registrar. This includes change of address, vehicle disposals and especially acquisitions. Please remember that if you acquire a vehicle, then a 6 x 4 colour photo is required for our club records. Any matter pertaining to membership should be directed to the Membership Registrar (me). The Membership Registrar is solely responsible for entries to the database.

New Members: Lynton Jamieson from Sylvania Waters has joined as an Associate Member.

Departures: Sadly we were notified that Gordon Cooper, who joined us in 1990, died as a result of a pedestrian accident. We were only recently made aware of Gordon's untimely passing. Popular long-time member Stuart Ridland, (mentioned in the last L&D editorial), died after a long illness and will be sadly missed as a regular attendee at club events. Lastly, Arnold Glanville died on the 24.12.2017. We offer our sincere condolences to their partners and families.

Resignations: Regretfully, Ken Grinrod of the Gosford Car Museum who you may remember joined with a large number of cars has decided not to continue with his membership. Owen Holmwood, Rob Rich, Alan Burton and Garry Scorgie have all decided to discontinue their memberships. We would like to thank them all for their support to our club over the years and wish them well for the future.

Remember – It's your club, so let's get involved. You are welcome to everything we do.

Steve McDonald.



Incoming President's Comments

president@nsw.rroc.org.au

Anyone who is 62 years of age is considered to have much life experience with a healthy balance of wisdom and fun and knows what works best. And that is the case with our NSW Branch when we celebrated another birthday at the recent AGM. This Club has seen

changes in the last six decades including increasing membership, more exciting driving tours, more competitive Concours, more restorations, informative Federal rallies, increased range of vehicles as more models appear, increased complexity in governance, changed corporations and more avenues for communication with digital technology and social media. Plus congested roadways and competing leisure activities. But what is steadfast is the camaraderie which exists between members. We are an eclectic bunch who all cherish Rolls-Royce and Bentley for whatever our own reason. Some Club members like driving, reading, polishing, fine-tuning, displaying, organizing or socializing in any mixture. No matter whether with vintage, classic or thoroughly modern motor cars. Whatever takes your fancy, at least one of the planned Club Events will please you.

In May 2020, NSW will host the Federal Rally in the Blue Mountains and it is my pleasure to be President for the next two years and be part of the planning committee. NSW has a high reputation for well-organized and enjoyable rallies, so we have big boots to fill.

I thank Bruce Duncan and his retiring committee. Everyone is a volunteer and your time, enthusiasm and dedication are much appreciated. Many of the committee are continuing which is most supportive as I get my head around a few serious issues. Another aim is to encourage our newer members to become more active in the Club's organization with their thoughts, experiences and actions. Sometimes it is daunting to be surrounded by so many members with years of Club participation, but every Club needs new blood in order to expand and evolve. All ideas are welcome no matter how left-field.

Spring is a busy time as evidenced by our Calendar of Events. Check your diaries and I look forward to seeing you and discussing ideas. After 62 years, this Club is more like a huge, rambling family, occasionally rambunctious, but always considerate and sincere. At heart are our pride, admiration and joy with our beautiful R-R and Bentley motor cars and how they influence our lives. And when we drive them around, present them on Display Days or read about them on www.nsw.rroc.org.au, on <https://facebook.com/RollsRoyceOwnersClubNsw> or in *Praeclarum* or *London & Derby*, we are encouraging others to learn more and join us.

I wonder how our Club's Life Members; Margaret and Barrie Gillings, could have possibly envisaged the future when it was formed in a Sydney office on June 20th, 1956? Today, everybody's passion is on show and this Club continues in strength and confidence. It is an honour to be your President and I know your committee will do its best.

On that note, at time of writing the position of Secretary for the NSW Branch is still vacant. Do please consider taking this role. It requires taking the Minutes twice a month, for the Committee and General Meetings plus minimal correspondence. You will receive much support from the Executive and will learn how the RROCA functions. Drop me an email; president@nsw.rroc.org.au

Jeanne Eve

Committee 2018-2019

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ROLLS-ROYCE OWNERS' CLUB of AUSTRALIA (N.S.W.) BRANCH Inc

REVENUE STATEMENT for year ended 31st March, 2018

	2018	2017
INCOME		
Subscriptions and Entrance Fees	41120	40050
Advertising	940	1800
Social Events - net income	853	0
Interest Received	1456	1462
Donations	1020	340
	<u>45,389</u>	<u>43,652</u>
EXPENSES		
Bank Charges	1122	1376
Depreciation	1319	1310
Display Day cost	550	1899
Donations	0	2549
Filing Fees	307	80
General Expenses	533	200
Insurance	2259	2299
London & Derby	11560	11950
Meeting Room Expenses	1245	1386
Name and Service Badges	599	1610
Postage and Stationery	1541	1462
Praeclarum	15229	13987
Social Events - net cost	0	8806
Subscriptions	235	235
Trophy Expenses	1405	1672
Website	274	138
	<u>38,178</u>	<u>50,959</u>
OPERATING PROFIT (LOSS) for year	<u>7,211</u>	<u>-7,307</u>
Retained Profits, brought forward	109,519	116,826
Retained Profits, carried forward	<u>\$116,730</u>	<u>\$109,519</u>

BALANCE SHEET as at 31st MARCH, 2018

	2018	2017
CURRENT ASSETS		
Cash at Bank	28889	22822
Term Deposits	60003	60003
Debtors and Prepayments	10721	10713
	<u>99613</u>	<u>93,538</u>
NON-CURRENT ASSETS		
Trophies at valuation	2,000	2,000
Plant and Equipment, at cost	24,984	24,505
Less Depreciation	<u>20,824</u>	<u>4,160</u>
Library, at cost	15,344	15,154
	<u>21,504</u>	<u>22,154</u>
TOTAL ASSETS	<u>121,117</u>	<u>115,692</u>
LIABILITIES		
Creditors	3,107	4,823
Income in Advance	<u>1,280</u>	<u>1,350</u>
	<u>4,387</u>	<u>6,173</u>
NET ASSETS	<u>\$116,730</u>	<u>\$109,519</u>
MEMBERS' FUNDS		
Retained Profits	<u>\$116,730</u>	<u>\$109,519</u>

One 20H.P. - Larry Lim's GZK20

GZK20 Larry Lim awarded 1st prize at Fullerton Concours d'Elegance, Singapore. July 2018

Some Club members pass car graveyards and think, 'I wonder if there's a Silver Ghost in there?' However, for Larry Lim, who regularly flies between Singapore to Sydney, it was 'I wonder if there's a 20H. P. in that rubber estate?' Indeed there was. And so began a beautiful auto friendship. The derelict 1926 Connaught 20H.P. Tourer, chassis number GZK20 had lain rotting for twenty two years, abandoned in Braus Estate, Perak but still with its original body and engine. It was originally purchased by J Hands Esq. and the car delivered to the Kajang Rubber Estate, Selangor on 25/6/1926.



By 1983, GZK20 was fully restored 'ground up' over ten months and still today its bright yellow duco flashes by with Larry proudly at its wheel in Singapore and Malaysia. This 20H.P. is one of three lightweight tourers built by Connaught Coachbuilders. It has a 6 cylinder, 3127 cc engine with overhead valves and a four speed gearbox. Engine number: G1682

Larry not only restores and polishes but is also a keen and adventurous driver and participated in the RREC three-week tours of Malaysia in 2001 and Borneo in 2005 when GZK20 motored along with ease.



Togey, Kumbly & Melbourne *Order 444/1926*

CHASSIS No. <i>GZK 80</i>	BODY. <i>Touring</i>	CHASSIS.
Works No. <i>1644</i> H.P. <i>20</i>	Drawing No. <i>1000</i>	Sale Price - <i>£1100</i>
Engine No. <i>G1682</i> Type <i>Standard</i>	Makers <i>Connaught</i>	Date of Sale <i>1926</i>
ON Test <i>7/1/26</i> D.I. Issued <i>11/2/26</i>	Order No. <i>1000</i> Date <i>1926</i>	Sold to <i>Togey, Kumbly & Melbourne</i>
Axle Ratio <i>11/50</i> Despatched <i>9/4/26</i>	Copy Dwg. to <i>1000</i>	<i>Kajang Rubber Estate</i>
		<i>Kajang - Selangor</i>
TYRES	TRIMMING & PAINTING.	
<i>32" x 3 1/2" x 15" Studds</i>	Colours <i>Yellow</i>	
	Upholstery <i>Black</i>	
	Coachbuilders Instructed <i>Connaught</i>	

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History was made earlier with such an elegant car, when Larry lead the colourful convoy of cars celebrating the opening of the Penang Bridge in 1985. The convoy drove from 'the Lion City to the Pearl of the Orient' (*The Star*, 17/8/85). At that time this bridge was the world's third longest.

More recently GZK20 has been in illustrious company at the inaugural Fullerton Concours d'Elegance commemorating the 90th anniversary of the Fullerton Hotel Singapore. Alongside were several very rare cars from the private collection of the Sultan of Johore, the constitutional head of state of Johore, Sultan Ibrahim Ismail Ibni Almarhum, Sultan Iskandar Al-Haj. Over 90 classic and vintage cars were entered. And guess who was awarded First Prize in the Pre WW11 Category? Check out Larry's proud grin.



When Larry visits Sydney again in early 2019, ask him about his 4WD adventurous drives throughout Asia. That is another story. Meanwhile we congratulate Larry on his award with his prize winning 20HP and wonder whether he still idly searches for vintage cars in disappearing rubber plantations. **Jeanne Eve**

Ruby and 'Ruby' GA12

Two More Twenty



ABOVE: James Brigden at the wheel of 'Ruby', 1923 20H.P. Smith & Waddington tourer, chassis GA12. My thanks to James for assistance in preparing this article.

[Courtesy of James Brigden] **David Neely**

The Bucknells bred stud merino sheep and Hereford cattle on 'Newstead North', which Norman bought in 1904. The station was about 24 kms east of Inverell. He also had a keen interest in horse racing. Bucknell family wealth began with William Bucknell, who arrived in Australia as a free settler in 1826, and brought with him a flock of the best merino sheep.

Norman Bucknell served on the Macintyre Shire Council for a number of years and he and Ruby were well known in the community for their charitable works. They moved from 'Newstead North' into Inverell during World War I so that they could take an active role in the war effort. Norman subsequently received an OBE in recognition of this work.

Ruby and Norman had two sons: Geoffrey (1911-44), who was a Flying Officer in the RAAF, was killed in France in 1944; and, Ronald (1913-87), who following the death of his mother, his brother and father, was left to manage 'Newstead North'.

'Newstead North' was one of a number of properties in the Inverell district subject to compulsory acquisition for soldier settlement after World War II. It was reduced to 20% of the original holding when 16,800 acres were subdivided in 1951 to create 12 soldier settlement blocks.



ABOVE: Doris Cohen at the Wheel of 'Ruby'.
[Courtesy Cohen family, via James Brigden]

"A Rolls-Royce Purchase" was the heading of an item that appeared in the 11 July 1924 edition of 'The Inverell Times'. It went on to report, "During his visit to Sydney last week, Mr. N. C. Bucknell, of Newstead North, purchased one of the latest models (sic) Rolls-Royce car. The machine will not be ready for delivery for a week or two. The Rolls-Royce are (sic) the highest priced cars on the market."

The car is a 1923 20 H.P., Smith & Waddington tourer, chassis GA12. Norman Charles Bucknell (1867-1949) bought the car through Dalgety, the Sydney Rolls-Royce agents. When the car was delivered Norman, a large man, found he couldn't fit behind the wheel and gave it to his wife Ruby. He had married Ruby Leah Cohen (1884-1940) in 1910.



ABOVE: 'Ruby' took part in a procession crossing the new bridge in Inverell. [Courtesy Cohen family, via James Brigden]

There were some acrimonious negotiations with the government, but by my calculation Ronald Bucknell received £96,000 for the land. Added to this was the dispersal sale of 17,175 sheep for £102,576 and 700 pure bred Hereford cattle, by my estimate another £17,500 – in total over \$9 million in 2016 values. Ronald and his wife sold the property and retired to Inverell in 1980.

When Ruby died in 1940 she was survived by a sister, Miss Myra Cohen, who lived in Randwick, Sydney and two brothers, Jim Cohen in Inverell and Lewis Cohen in New Zealand. The car went to Jim and was used regularly by his wife Doris. It then went to their son Edward James (Ted) Cohen. Ted joined the NSW Branch in 1989 and many members will remember him and the car, which was faithfully restored by The Vintage Motor Garage. Ted died in 2015.

The Cohen family's connection with GA12 spanned an astonishing 90 years up until 2014 when Club members James and Dianne Brigden purchased it from Ted. It was known as 'Ruby' in the Cohen family and James and Dianne have kept the name – a lovely present day tribute to Ruby, who first sat behind the wheel of GA12 - 94 years ago. **David Neely**

Horsepowers

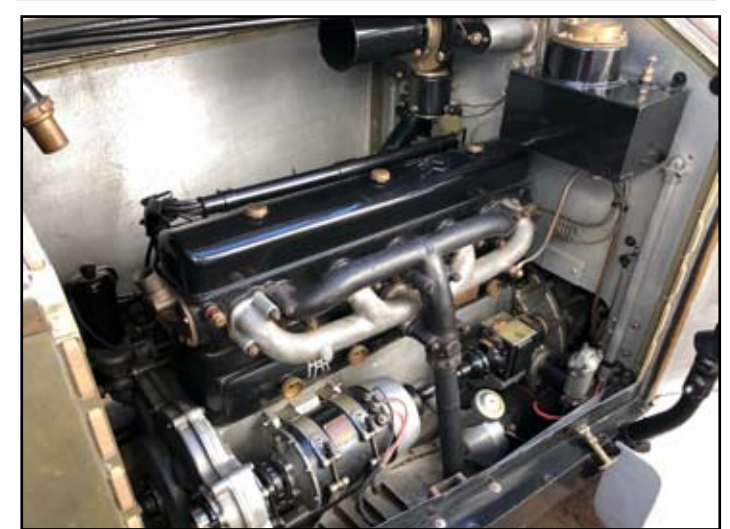
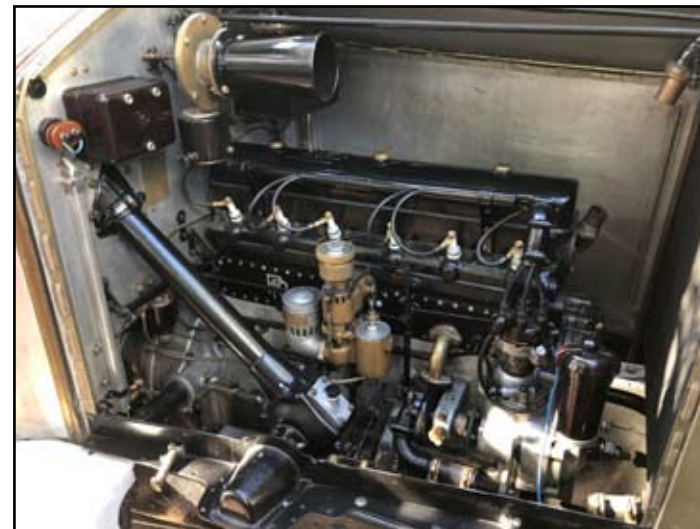
GFN58 (so far)



You may have noticed a number of 'WANTED' ads from Steve in Market Place over the last couple of years. Well, if you helped him out, here is the result so far. We all look forward to seeing his completed car competing in a Concours soon. MG(Ed)

Hi Margaret

Please see attached photos of 1928 Hooper-bodied GFN 58. As you can see it has moved along from the wreck it was. All the paint has been stripped, wiring all done, engine completely rebuilt, all mechanicals are done. So now the interior upholstery and roof vinyl are next on the agenda. I have received rear guards from Tom Roberts and I am in talks for front guards with a guy from Bendigo which will complete all the componentry. Regards Steve Wasley





Our Members are out there Car-Spotting for us

Dear Margaret

I have just got back from a European holiday with my daughter and son-in-law. We stopped off in Hong Kong for three days to get our heads closer to Australian time. The weather was beautiful and not too hot and humid so we decided to walk from our hotel near the water to the top of Victoria Peak and then down to Aberdeen to have lunch at a floating restaurant. We were all struck by the number of luxury cars on the roads in Hong Kong and, in particular, by the number of Tesla's.

Rolls-Royce and Bentley were well represented - particularly when we approached the area of luxury homes close to Victoria Peak. The attached sad sight greeted us near the top. The indicators were all flashing and the windows were down and the key still in the ignition but there was no sign of the owner who had clearly run for help. The car, presumably a PV, was well loved and in beautiful condition inside and out. The slightly blurred other photo was of the main agent for R-R, located close to our hotel. On display was an example of each model available....a fair stock commitment Kind regards **James Heaton**



While I was checking out the autumn colours in Bowral recently, I spotted this Phantom I Hears "on the job" at St. Jude's Anglican Church.
Nancy Axe

Hi Margaret,
I thought club members might be interested in this if they haven't seen it before. On a recent trip to London we came on this amazing Ice Cream van in Kensington Gardens. Naturally we had to try the "Rolls-Royce" of ice creams. Sadly, it didn't taste much different from any other ice cream.

Regards **Ian Baker.**



FROM the ARCHIVES

**Praeclarum
June 1977
by
the legendary
Bert Ward**

**Picture is of
a brand new
Silver Dawn SBA74
in the York Motors
showroom
in 1949**

GOVERNOR OF N.S.W. AND HIS PHANTOM V ROLLS-ROYCE

For many years the Rolls-Royce salesman and myself endeavoured to sell a Rolls-Royce car to Government House for the use of the Governor. We had no success, but all of a sudden they had one. How we did not know. If they had ordered one we would have been advised. They got it at such a reduced price there is no profit for the agents, so what they did pay for the new Phantom V, and how it came to Sydney is a story of a family, big in the wine business for many years.

In 1920 a Silver Ghost Rolls-Royce chassis 143 BW filled with a single seater body coupe type by Van Der Plas and painted cream and black arrived in Sydney for a Mr. Penfold Hyland of Penfold Wines Ltd. He used this car for many years. He then purchased a 1924 20 h.p. limousine body by Hooper chassis GAK 33 second-hand in Sydney. This car was brought out by a Mr. Craig, who also brought out his own chauffeur. He did not stay in Australia long, and GAK 33 was nearly a new car, when sold to Penfold Wines.

Both these cars were sold in the 1930's, and it was not until after the war that Mrs. Gladys Penfold Hyland, now a widow, ordered a Silver Wraith with a body by Mulliner. This was ducoed a special grey which was Mrs. Penfold-Hyland's favourite colour, which was made up for her by Mulliners. When she ordered the car in London, she also ordered a 1959 Silver Cloud and we had to send a sample of the colour to Rolls-Royce so that this car could be ducoed the same colour.

The Silver Wraith was sold on arrival of the Cloud; she was very pleased with the Cloud. In the middle 1960's the Phantom V came into production and she fancied one of these, one filled with a 7-passenger limousine body by Park Ward Mulliner, with all fittings such as air conditioning was ordered and again she required grey upholstery and her usual colour grey paintwork. A plate was made here of the exact colour and air mailed to London.

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Praeclarum No.77-3 Jun 1977

The car duly arrived in a large case, and we unpacked and prepared it for the road. Her chauffeur came to see the car and it was registered with her favourite number plate, No. 285 which was removed from the Cloud and fitted to the Phantom V. The chauffeur took delivery and drove back to Elizabeth Bay. Mrs. Penfold-Hyland had a look at the car, had a short ride in it, did not like it and so the number plates were changed over again, and she then gave the Phantom V to the Deaf and Blind Institution.

The next thing we knew was when the Government Garage at Glebe phoned me for some instruction on the car as it was now Government property for the use of the Governor!

Bert Ward.



Neil Ferguson took this photo in York Motors showroom when SBA 74 was new — 1949.

COMING EVENTS

REGULAR EVENTS:

GENERAL MEETINGS: are held on the **THIRD WEDNESDAY** of every month at 8.00pm at **Barnwell Park Golf Club 551 Lyons Rd, Five Dock**. Meet to eat at **Carmen's on the Park** from about 6.30pm onwards.

Sunday August 12 - Shannons Display
Day \$20 per car. See opposite **Contact:** Bob Adby cmc@nsw.rroc.org.au



Saturday August 18 - RACA Dinner
Contact Jeanne Eve 0402 991 996 or president@nsw.rroc.org.au



Saturday August 25 - Long Run IX to Mulla Villa, Wollombi **Contact:** Shay Gillings shay@gillings.com

Sunday September 9 - Silver Ghost School of Instruction 10am at the Vincents', 13a Campbell Rd Kenthurst. **Contact:** Bryan Inder bryaninder@live.com 0414 665 563 see opposite.

September 21 - 24 Dawn Patrol XVII see opposite.
Contact: Mike Eames silver_dawn@bigpond.com



Sunday September 23 - All British Day **Contact:** David Hughes abd@nsw.rroc.org.au tickets still available.

Sunday October 7 - Tech day at Charlie Frew's Hornsby. Watch for further details in the Bulletin, Facebook and our Web page.

October 14 - Return to Wombat Flats to raise money for the PV fund. Watch for Booking Form

October 12-14 - Motorclassica

SATURDAY October 20- Concours Judging will be held this year at **John Vawser Motors** 61 Powers Rd Seven Hills. Members not entering their car are also welcome to see how it's done. A booking form is included in this issue.

Wednesday October 24 - Dineamics Ladies Lunch. Plonk on Ferguson Marina, Spit Bridge.

Monday October 29 - Saturday November 3 - SMART Register Tour of Southern NSW **Contact:** Bruce Duncan bruced2076@gmail.com

DON'T FORGET THAT OUR FACEBOOK PAGE HAS EVENTS LISTED FOR THE NEXT 12 MONTHS AND OUR WEB SITE FOR THE NEXT 4 MONTHS

L&D August/September 2018

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SILVER GHOST REGISTER "SCHOOL OF INSTRUCTION" Sunday September 9



YOU ARE INVITED TO LEARN THE INNERMOST SECRETS OF THE SILVER GHOST STARTING, MAINTENANCE AND DRIVING.

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 others interested in getting to know the inner workings and technical facts of these fabulous vehicles. So we will have 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 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 0414665563 or Rex 0411689972]

The aim of the day will be to explain to you and show you all 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.

It is all very simple once you are shown and a lot of inspiration comes from our past Register Member and Silver Ghost owner, Bob Walton who covered many miles in his lifetime in his Silver Ghost and drove his car at a grand old age!

See you at the "School of Instruction"?

Bryan Inder, Silver Ghost Registrar



DAWN PATROL XVI A WEEKEND IN YOUNG (for the young at heart) DURING CHERRY BLOSSOM TIME IN THE CHERRY CAPITAL 21-24 SEPTEMBER 2018

This is the 16th Dawn Patrol weekend, organised by the Early Post War (EPW) register.

The location this year is Australia's Cherry Capital, Young, NSW.

Highlights of the weekend include:

- A tour of Mt Oriel homestead constructed with reinforced concrete in 1908 and popularly known as Iandra Castle
- An EPW technical session generously hosted by Club member Phil Sproston at his workshop
- Outings for those interested in Wine & Distilling, Architecture, History and, of course, everything Cherry.

Accommodation is at the Young Federation Motel, 109-119 Main Street, Young, NSW, 2594: <http://www.youngfederation.com.au/>
Phone: 02-6382-5644 or 1800-639-988
Email: bookings@youngfederation.com.au
Quote Reference: "Dawn Patrol Weekend"

Nightly rates of \$180 per room (twin or double) and \$162 per room single occupancy, include full buffet breakfast at the Young Services Club directly opposite the motel.

When your accommodation is booked please contact Linda & Mike Eames (email preferred) and we will forward costs and further details as soon as they are finalised. Email: silver_dawn@bigpond.com Phone: 04-1119-7300.

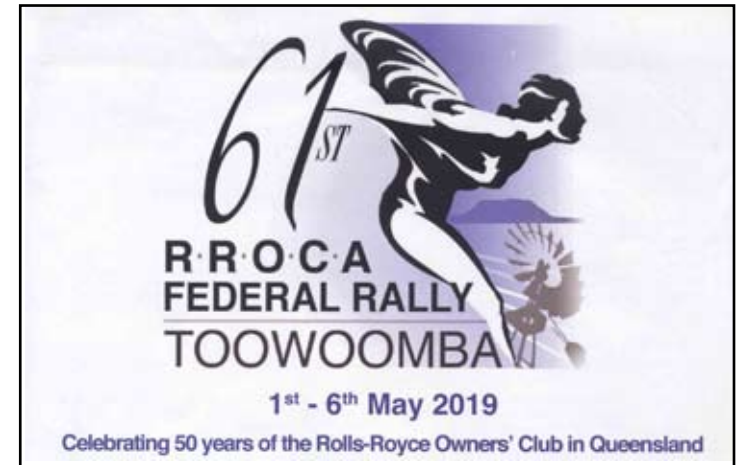
All Club members are welcome in any model car.



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Future Federal Rallies

2019



2020



Rolls-Royce Owners Club (NSW Branch)
has chosen the **Fairmont Resort**
in **Leura in the Blue Mountains**
as the Venue for **2020 Federal Rally**
From **29 April to 4 May**



Signed and committed in May 2018 by Rally Committee member, Jeanne Eve and Rally Director, Bob Adby

2021 Western Australia

L&D August/September 2018

Dineamics Lunch at Young Alfred's Customs House, Circular Quay



Shannon, who is putting the final touches on a nursing degree and a proud Alex McFarland

Jeanne Eve organised this partuilar venue and, as usual, found a pleasant, easy-to-get-to restaurant. We came by train, ferry, bus and car. The shared antipasto was well received and we heard many favourable comments about the main course.



Jeanne Eve, Susan Shing and Merryl Godfrey



Your editor, Margaret Gillings
and Pamela Rose



We missed a couple of regulars but ,otherwise, nearly all the usual suspects joined the table for lunch and a good gossip.



Norah Vincent, Marienne Vawser
and Robin Henderson

Ladies, if you haven't been to one of our lunches yet, please join us. I promise you won't be disappointed.

The next one is at 'Plonk' on Ferguson Marina, Spit Bridge. There is good parking and the buses go right by.



Photos:
Patty Aiosa



Nancy Axe, Naelo Jenkins and Sheila Peel

This has always been a 'People club' as well as a car club. We all have fond memories of friends with whom we have lost touch. At Mal Henderson's suggestion, L&D will now try a "Where Are They Now?" column starting with this one. Good idea Mal! MG(Ed.)



Where are They Now?

Brian Marshall

Dr. Brian Marshall is living in Bowral at a retirement village named Annesley after its earlier life as a school. Annesley is an old protestant ladies college (Brian has checked and there are none of them left over) that has been converted and developed into a very pleasant retirement village.

Elizabeth died a few years ago. I don't think she ever really recovered from a procedural error during a trip to NZ. Brian (trust me I'm a doctor) is the same irascible 1928 model, 8 cylinder person, just a little bit less mobile. In his view a car without 8 cylinders simply isn't a car. He always had a straight 8 Buick as well.

In their years with the club they were mainly participants in the longer runs where their company was a treat for the rest of us, always in their beautiful 1964 Cloud III. The Cloud III was sold into WA and Brian doesn't have any knowledge of its location now.

Brian was the brains behind "the great Scotch heist" where a collection of high value Scotches (owned by Kim Stapleton) disappeared and were held for ransom. He always insisted that all overlanders had a 'rusty nail night'. Brian being Brian was able (using his delightful bedside manner) to persuade nearly all the ladies on the trip to join him in a rusty nail. That is a scotch mixed with a Drambuie shot; very pleasant and very

lethal. Fortunately he only insisted on a single night. A violent recovery mission, involving all of Kim's skills (only slightly impaired by rusty nails), saw the missing Scotch recovered from Brian's room after Elizabeth's comment about boys and their games.

On a trip to WA, Robyn's S3 developed a Detroit Boot problem. Jeff Priddle proscribed regular injections of molybdenite. Dr Brian was sent to the Chemist to acquire hypodermic needles. After the second trip Brian suggested that these needles better be OK because the chemist was starting to think he was a drug addict.

Brain (trust me I'm a doctor) is mentally fully active and still great company. Meryl had suggested to Robyn that we look Brian up. We weren't aware that he was located in Bowral, but when informed followed him up. He was delighted to be contacted and was pleased to go out for lunch. He particularly enjoyed the Continental GT when I opened up a bit on the Old Hume Highway. He made some very happy noises. He still has an 8 cylinder car in his garage, a Holden.

Brian knows every lunch spot in the highlands and many of the chefs. He comments on most of them and provides his ratings. He asked about many of the members and their current activities. He did ask about the couple with the red car and whether it was back on the road yet, (Lloyd and Shirley). When advised "no" he expressed the opinion that it will probably never happen.

Brian has a small garden as part of his villa. He isn't keen on gardening so when a lady approached with an offer to look after his plot, he accepted. He purchased her a bunch of flowers for her efforts but when she explained (effusively) that no-one had ever purchased her flowers before he got a bit hot and flustered. He is now very pleased, because as he points out someone is looking after his garden and she doesn't have to pay him anything for the privilege.

Robyn and I had a wonderful day. The pleasure was all ours. On return to the village Brian did insist we drive right around inside the village so that he could wave to the other occupants from the Bentley.

Robyn & Mal Henderson



Hi Margaret,
I have added a 1952 Rolls Royce Silver Wraith with coachwork by Hooper & Co to the garage. Chassis number: WWH32, Engine number: BF186.
David Glasheen

What a beauty. This is only a couple of chassis numbers away from Mark Glanville's. Try not to run out of garage space. MG(Ed)

Miles Felstead's Annual Charity BBQ The BDC Christmas in July

Saturday, 30 June and Sunday 1 July saw the Bentley Drivers Club (BDC) hold its annual Christmas in July weekend in Bundanoon. Saturday evening dinner, once again, a three course meal attended by some 30 persons in typical Chrissy cheer at the wonderful old Bundanoon Hotel.

Once again the BDC was kind enough to invite RROCA members and although by all accounts our delegation was somewhat small, all had a great time.

Sunday once again saw Miles Felstead, a long term committee member of the BDC, open the gates of his Bundanoon property to all and sundry, to partake in a charity BBQ and picnic and an open shed tour of his most amazing collection of automobiles and other regalia. It is a collection under the cover of three enormous sheds, the contents of which I would defy anyone, including Miles, to list with any degree of accuracy.

Miles holds this event to raise money for the Westmead Children's Hospital. It is great to see the event growing year by year. Miles estimates some 300 people attended in approximately 250 cars.



George Fahd was drawn to this Phantom V



An Armstrong Siddeley

Some of the visiting makes of special interest included numerous Bentleys from the 1920's W.O. models to present day Continentals, a 1950's Mercedes 300 SL, a Vauxhall 30/98 and numerous American makes.



The cars driven to the event on the day may be of interest, but an individual discovery tour of Miles sheds is a trip down memory lane that defies description. Where does one start; there is a 1892, 27 foot steam launch ; R-R models include Phantom V, and a 25/30, Derby Bentley, and W.O. Bentley (well maybe a bit before R-R's interest in the make). There are Cadillacs, Studebakers, Nash, Model Ts, Austin 7s, a Double Deck bus, aeroplanes, a hydroplane etc, etc, etc. Oh, and if you are a train buff, they go past the property about every half hour also.



The Mercedes 300SL Roadster



Graham Lawrence's Lagonda was admired by Mike Mulvihill and James



There was even a Stutz



A Porsche

There was a good representation of RROCA members and their cars on this day, including, Mal and Robin Henderson, George Fahd, Mike Mulvihill and Graham Lawrence (in a stunning Lagonda). A strong representation of ACT Branch cars was also in attendance, including a Springfield Phantom belonging to Peter Limon as well as many more vehicles.



1927 New Phantom 18LF with Brewster Salamanca coachwork. A right-hand drive Derby chassis with American coachwork. Owned by Peter Limon - ACT (the parrot is from Central Casting)



Two Bentleys belonging to BDC members

A special thank you and congratulations should be extended to Miles and those who assist him for hosting this event. An interesting day it is, but much more so for what is a wonderfully good cause. The day raised an estimated \$3,100 for the Westmead Children's Hospital.

Text and Photos:
Bob Adby

Right: Bob Adby's Bentley
S B193EK with Mike
Mulvihill's SZD313



Hunter Region All British Day '18 A Fine Turnout for a Fine Day

Saturday, 14 July 2018 saw the annual Hunter All British Day revert to Foreshore Park at the mouth of the Hunter River and adjacent to the old city area of Newcastle.

Bastille Day, and not a French make to be seen, but weatherwise, a day much more in keeping with the south of France than with Derby, Crewe or Goodwood in England.

300 to 400 vehicles gathered around the Foreshore Park Lake under the clearest blue sky imaginable, an amazing contrast to the dreary fog enshrouded day at Raymond Terrace the year before.



Thirteen Rolls-Royces and Bentleys attended with RROCA members coming from the local districts, Wauchope, Sydney and the Central Coast. A small group of us gathered at McDonalds Thornleigh early in the morning (myself, George, Carolyn and Phoenecia Fahd together with James and Caroline Hickey). We rendezvoused with Mike and Linda Eames at Ourimba and travelled in convoy at 80 kph through roadworks as far as the Morriset Interchange. Slow progress, but it was worthwhile once we arrived. We were joined by other southerners including; Charlie and Pamela Frew, David and Nancy Axe and Leroy and Anderson.

Locals included John Limeburner, in his extraordinary Gurney Nutting 25/30, and Barry and Diane Murphy. A regular visitor from the north in the form of David Ross also made the trip. Unfortunately one regular visitor to this annual event, Judith Merlin, was sorely missed and we wish her a full recovery from her recent accident. There is a place at the picnic table for her next year.



Above: David and Nancy Axe's lovely 1932 20/25H.P. GHW75



Above: Charlie Frew's impressive 1937 25/30H.P. GGH22

Right: Our line-up



Photos:
Bob Adby



Above: Linda and Mike Eames were also particularly taken with the boat-tailed Morris



Above: John Limeburner's beautiful 1936 25/30H.P. GAN9 with Gurney Nutting coachwork



Above: True vintage car lovers would greatly admire this 1925 Vauxhall



This annual event is a delight to attend. Few car shows match the ambience and facilities at its location. The two hour drive to it from Sydney is highly recommended.

Cars present on the day were spectacular as usual. The event is organised by the Hunter Branch of the Jaguar Drivers Club so there was a fine display of their vehicles but also some stunning Austin Healeys, the usual strong representation of Morris Minors, Triumphs, M.Gs. and some rare models such as Sunbeam, Wolseley, Riley, Rover, Vauxhall and a pair of early 1950's Austin Atlantics.

The RROCA was represented by a strong cross section of models from the Axe's 20/25, 2 x 25/30's right through to the Eames' recently acquired Bentley Continental.

Personal choice, as star of the show, would go to what was probably the simplest car present, a stunning late 20's or early 30's boat tailed Morris Minor.

...and Another Viewpoint of the Day

The decision was made at 5.15am on Sat 14 July that it was not worth hanging around the house on the coldest morning in many years. We arrived at Newcastle Harbour at 9.15am to a magnificent vista of pristine blue skies, water views and rows of Classic British cars.



The Customs House Hotel is one of Newcastle's many historic buildings

We strolled around the beach and the local mall and enjoyed fresh coffee and sandwiches. Then we lunched at the chateausque "Customs House"; fantastic menu on the verandah with water views.

Leroy Jones



There was a tremendous turnout from our club spanning 90 years of Rolls-Royces and Bentleys. As the morning progressed the heavy jackets and pullovers were peeled of and thrown into the boot.



Photos:
Leroy Jones



On the right; spotted by Leroy on the Newcastle Town Hall.
Does anybody know the story of this mural?

Anderson, Alice Elizabeth Foley (1897–1926) Garage Proprietor

by [Georgine Clarsen](#)

This article was published in [Australian Dictionary of Biography](#), Supplementary Volume, (MUP), 2005

Alice Elizabeth Foley Anderson (1897-1926), garage proprietor, was born on 8 June 1897 in Melbourne, third of five children of Irish-born parents Joshua Thomas Noble Anderson (Anderton), engineer, and his wife Ellen Mary, née White-Spinner. Joshua, sometime partner of [\(Sir\) John Monash](#), was an inept businessman. Alice's childhood was spent in relative poverty in the family's bush house near Narbethong, outside Melbourne. Hers was an unconventional upbringing for a middle-class girl. She wore utilitarian clothing such as bloomers and men's boots, was an excellent horsewoman, became skilled at hunting and fishing and learned to drive and repair charabancs at the local co-operative bus service. After five terms as a day pupil at



the Church of England Girls' Grammar School (Merton Hall), Melbourne, she left in 1914, family finances preventing her finishing secondary school or entering university.

Instead, Anderson developed her own business in the newly emerging field of motor-vehicle service and repair. She began part time, as an 18-year-old clerical worker with one touring car, and soon developed an after-hours business taking parties on picnics into the Dandenong Ranges. By 1918 she was working full time from the backyard of a house in Kew. By next year she had raised the finance for a block of land in Cotham Road, and had a brick garage built to her own design. The Alice Anderson Motor Service offered everything then expected from motor garages—petrol sales, vehicle repairs, a driving school, a 24-hour chauffeur service, either with the garage's cars or the client's vehicles stored on the premises—and organized chauffeured tourist parties on interstate trips. It also provided services to educate women in the new technology. Driving classes included mechanical instruction on demonstration engines; for an extra fee women could work alongside mechanics on their own cars; a programme enabled women to work as pupil-mechanics to learn the mechanical side of motoring.

Anderson was a member of the Lyceum Club, Melbourne. Her all-women business, though it struggled financially, became famous throughout the city's eastern suburbs and employed as many as eight khaki-uniformed chauffeusses and mechanics in the early 1920s. Short and energetic, with shingled hair, Anderson usually dressed in uniform and peaked cap. Press articles were written about her and she contributed motoring columns to *Woman's World*. Attempting to build on ideas of female independence expressed during World War I, she declared that her ambition was to turn garage work into a profession suitable for women. That ambition was not to be tested. In August 1926 she visited Alice Springs with her friend [Jessie Webb](#). On their return Anderson died of a gunshot wound to the forehead on 17 September in hospital at Kew after having accidentally injured herself while cleaning firearms. She was buried in Boroondara cemetery with Anglican rites. Her estate was sworn for probate at £5195.

The garage continued with her friend Ethel, sister of [Freda Bage](#) as the new manager, though with less success. It was still operating in 1942 when the last of the staff left to join the women's services in World War II. Anderson was part of a generation who conceived of women's advancement in terms of economic and professional equality. Long before organized feminists took up the slogan, she had chosen to 'give a girl a spanner'.

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Citation details

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This article was first published in hardcopy in *Australian Dictionary of Biography*, Supplementary Volume, (MUP), 2005



The Kew Garage

MARKET PLACE

Car and Van/Boat Storage Emu Plains: Just off the M4 at the foot of the Blue Mountains

Car Storage in a large six car garage, locked, alarmed with security cameras, power for a trickle charger and/or car bubble.

Car washing area with vacuum cleaner if required also a car cleaning service available. Just drive in and away in a clean car.

Periodically tyre rotation & start-up available for long-term storage if needed.

Caravan or Boat storage in a large shed, 2.7m high door

opening; the spot is 3.5m wide by 6.5m to a max of 7.7m long. Graham 0419 249 667. Member of Mercedes, Rolls-Royce & Pontiac Clubs of NSW



WANTED

One (1) ashtray for Hooper limousine as per photo.

One (1) Nineteen (19) inch wire wheel suit 20hp split rim type as per photo.

Phone Steve Wasley 0488 407 848.



HERBY'S HINTS

to keep your car in top mechanical condition.

HOWEVER!

No responsibility can be accepted should any unfortunate outcome arise from following these hints.



* **AGE DETERIORATION APPLIES TO ANYTHING RUBBER** *

Anything rubber **has to be replaced** – particularly **HOSES** such as, but not limited to:

BRAKE, WATER, HEATER, FUEL, other hydraulic, and so on.

AGAIN, **age is catching up with our vehicles,**

MAINTENANCE is absolutely **ESSENTIAL!**

A 'PREVENTATIVE PROGRAMMED' scheduled approach is most desirable.

TK MOTORS

GASKETS
Pre-War
&
Post-War

PI, PII, PIII,
20HP, 20/25,
25/30,
3.5L, 4.25L
MKVI, R-TYPE,
SILVER DAWN,
S/SC 1-3



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tkmotors@tkmotors.com.au

Unit 3, Lot 100 Berrima Rd
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Letters, Emails, Photos etc. to the editor

Hi Margaret, hope all is well

Below is extract from article ex-NRMA I received today. Thought it may be of interest to readers of L&D

The notion that there is a relationship between car colour and crash risk may initially sound ridiculous, equivalent to the belief that red cars go faster.

Nor is it likely that many people in the market for a new car would have 'colour' amongst airbags and electronic stability programs on their list of desired safety features. Yet when light conditions are taken into consideration, there is a clear statistical relationship between a vehicle's colour and its crash risk, as detailed in a [report](#) by [Monash University Accident Research Centre](#) (MUARC) in 2007 as well as a [study](#) in the 2010 Safety Science journal. Compared to white, colours such as black, blue, grey and others ranking lower on the visibility index were associated with higher crash risk in daylight hours. The results compared white vehicles with all other coloured vehicles. MUARC's research showed there were a number of colours related to high risk, including:

- Black
- Blue
- Grey
- Green
- Red
- Silver

None of the colours tested were statistically safer than white, though some had equal relative crash risk. The association between colour and crash risk was highest during daylight hours, the risk associated with the above colours during this period up by 10%

Kind regards, **Vivien Reed**

Em: vivien@AusInStyle.com.au

ADVERTISING TERMS & CONDITIONS.

Members' private classified ads are free to financial members for personal ads for automobilia, cars and parts.

Non-Members & Business ads must be motoring related. Contact Treasurer for specific prices. Payment in advance please.

Send details to: editor@nsw.rroc.org.au

Ads for number plates will not be accepted.

Deadlines: 18th of January, March, May, July, September & November.

Dear David,

I have just read this article on the ABC:

[British Brexit Secretary David Davis resigns](#)

This really should be a matter for London and Derby!

Kind regards,

Brian Crump

Cc Editor of L and D



LOT
AE
Number Plates - NSW Numerical
Number Plates '4'
SOLD \$2,450,000

Hello Margaret,

As something of a number plate enthusiast, I read with interest John's article on NSW plates in latest L&D.

Ownership;

There is much public confusion with regard to different plates. Most people confuse personalised and other descriptions coined by the RMS, - with the heritage digit-only plates that have been around since 1910.

The **Heritage plates** have **NO ongoing fees, cost, or charges**. Their owners do not pay any fees at all Their value comes from their rarity (few exist) and historic significance. Most have a great deal of history attached, with some fascinating stories. Some restoration projects of early cars have been able to trace their car's history by the plates initially fitted.

Personalised plates are those created by the RMS *purely on demand from individuals*. They have little or no value.

The two types have nothing in common.

Trading;

Trading in all plates is very fertile ground for the RMS. And this is where the confusion arises. Heritage digit-only plates can be bought and sold on the open market, and when this happens the RMS collects hefty transfer fees, which would be called stamp duty if it were real estate.

Personalised plates can also be bought and sold but their value is limited.

The plates sold at Shannons auctions are all **Heritage Plates**. The public hears the publicity surrounding these sales, and then confuses the two types.

In other words, there are **Heritage Plates** issued from 1910, -and there are 'others' that can be anything.

It was Heritage Plate number '4' that sold for **\$2.45 million** last year at Shannons auction.

Also, lest someone takes me up on it, - a small point. All plates remain the property of the RMS, just as credit cards belong to banks. Owners technically have the 'right to display'. One of the main unpublicised attraction of the Heritage plates is that unlike other valuable asset classes, they effectively cannot be lost or stolen, and so do not require insurance. There are not many assets worth millions don't require insurance.

All the best, and thanks for a great magazine.

Cheers **Peter Colwell**



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