



# 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. 60 No. 3  
May/June 2016**



The Commemoration Run is traditionally a day on which we encourage members to dress up in the period of their car. Unfortunately, neither Andrew Gibson nor Paul Lukes saw the necessity of coming in anything different from their usual motoring outfits! Photo: Mick Matheson

## COMING MAJOR EVENTS:

**May 8-11 - Overlander to Bendigo**  
**May 11 to 16 - Federal Rally in Bendigo**

**NSW Club Web Site: [nsw.rroc.org.au](http://nsw.rroc.org.au)**

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## Editor's Comments

We have yet another interesting and varied issue of L&D for you, thanks to the members who keep our enthusiasms alive by sending in such good material. Of

course, the Commemoration Run figures large as being the first of our gala Diamond Anniversary events.

The Diamond Anniversary Committee will be keeping these special events coming with the next being the Cocktail Party on the 20<sup>th</sup> June. This is not a totally formal evening so feel free to come straight from work if that is convenient. You will need to book however. Forms are included in this and the last L&D and are also to be found in the monthly email Bulletin or contact me, your editor for an email copy.

Every so often I like to remind you all to read the disclaimer above and the Privacy Statement. They are rather important!

It is hoped that you also regularly remember to check the firms who advertise with us. Many of our members have had good experience with all these service and parts suppliers, so it is mostly for this reason that we feature them.

We have a new advertiser this issue; Patrick Wright of Wright Video Content "video content for your business". See his business card on page 17.

**Margaret Gillings, Editor**



## President's Report

Our Diamond Anniversary was off to a flying start with the spectacular Commemoration Run. Thank you to the organisers of this outstanding event and to those who dressed especially for the occasion. If you have not yet watched the video of the event you can do so on our

website - <http://www.nsw.rroc.org.au/> The RROCA – NSW is the only Club that commemorates the running of the first Royce car and it was very pleasing to see such a variety of cars brought to the event.

While speaking of the website, we are keen to include your car's photograph and any stories about your car on the website. Pictures can be emailed to [president@nsw.rroc.org.au](mailto:president@nsw.rroc.org.au) for inclusion.

Are you receiving the monthly Update Bulletin we email each month? If not, please email me with your current email address so you can be included on the distribution list.

Coming up in June, we have the Cocktail Party at the Radisson Blu to celebrate the founding of our Club and the Australia-wide Rolls-Royce movement, so I encourage you to book early and enjoy this significant evening. The RROCA NSW is subsidising the cost of your attendance at the four major Diamond Anniversary functions and we look forward to your acceptance of the invitation to join us. It might be a little while before we can celebrate another Diamond Anniversary so please do celebrate your Club with us.

Have you considered joining the Club's Committee and helping out with the organisation of policies and matters that are central to the running of a healthy and prosperous Club? If so, you would be most welcome and nominations must be lodged with our Secretary by the General Meeting in June. If you would like to discuss your interest in joining the Committee, please feel free to chat to me about what might be involved.

Lastly, safe and happy motoring to all members attending the Golden Heritage Rally and the Overlanders.

If you have occasion to use our club logo, this one on the right is the preferred one. It has been digitally reconstructed to be clear and crisp at large or small scales. It also has a transparent background and is supplied in a variety of graphic formats. You can download it and other club-related logos from: <http://logos.rroc.org.au>.



## I Repair Worn Teeth on Ring Gears...

I am just writing to let your members know that I repair worn teeth on ring gears. Over the years I have repaired hundreds for vintage cars, however, I repair all makes and models from Outboard motors to Bentleys and everything in between. I have been building up the worn teeth on ring gears and recutting them back to their original profiles for over thirty years. Generally the repaired teeth are harder than they were originally. Incidentally, I am building up a Rolls Royce flywheel at this moment.

We also make up heavy duty drive plates. I have been repairing automotive components since the mid-sixties. Please give me a call if further information is required. Also if any of your members own Holdens, Vauxhalls or Oldsmobiles with Hydramatic transmissions I also recondition the Damper plates as well as the input shaft that the damper mates to. I also supply parts for the Hydramatic transmissions.

I am trying to get back on my feet after losing my house and workshop in the Blue Mountains bushfires. Before that fateful day, I ran an Engineering workshop that specialised in reconditioning automatic transmission components which included front pumps, planetary assemblies, re-sleeving clutch drums, re-sleeving cases, making up bronze bushes, aluminium welding etc. I also modified and redrilled the Turbo 350/400 transmissions so that they bolted directly to the back of Holden V8's without the need for adaptor plates.

One of my new projects will be installing a CNC plasma cutting machine that will be able to cut any computer generated image from steel. This machine will also be able to cut property signs, auto logos etc. If it can be drawn, it can be cut up to 20 millimetres thick.

Regards,

Gordon Pendlebury 041139167

G Pendlebury & Co Pty Ltd

19 Purvines Road Yellow Rock NSW 2777.

## USE of CREDIT CARDS For paying subs or for events by post

### Please DO NOT put "Treasurer" on the envelope

When submitting handwritten credit card details, would you please re-check the number, write legibly in the space provided so that it can be easily read and make sure that the name on the card is shown, especially if different from the member name i.e. corporate cards.

We have no facilities for Amex or Diners Club.

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## Phantom V Conservation Fund Report:

As at 30th April 2016

Opening balance: \$ 6956.62

Comprehensive Insurance: \$1040.60

3<sup>rd</sup> Party Insurance : \$446.60

Closing balance: \$ 5468.80

**Tax deductible donations may be made to:**

BSB: 034-010 Account No: 341461



## From The Membership Registrar

The Membership Registrar reports that he has nothing to report!



John Vawser Motors  
35 William St  
Alexandria

Phone 02 9698 8822

AH contact Darren or John 0414 822 125

All enquiries email: [jvmotors@yahoo.com.au](mailto:jvmotors@yahoo.com.au)

Website: [www.johnvawsermotors.com](http://www.johnvawsermotors.com)



## Commemoration Run 2016 to The Southern Highlands

You have probably already seen the video of this day which included footage from Steven Berveling's drone. If not, look it up at:

[youtube.com/watch?v=gZX9esqdxBE](https://www.youtube.com/watch?v=gZX9esqdxBE)

A write up of this day therefore seems a little superfluous but here goes anyway.

This was the first of our major Diamond Anniversary celebrations for the year and, as was intended, it was really something special. Many members made a weekend of it. The 10am meeting at the Mittagong RSL Club was no thermos-from-the-boot-of-your-car affair. A very pleasant morning tea was provided in the club itself and our Bill Cutts Memorial Trophy for the People's Choice was there on display. Unfortunately the donors of this trophy, Joe and Sadie Baynie were not able to be with us.



ABOVE: Steven Berveling managed to take some exciting aerial footage with his drone in the RSL car park and didn't crash it into a single car! Chris Gillings looked on enviously.

It has almost become a tradition that, on this day, we dress up in the period of our car. Many members honoured this tradition admirably. The sixties, seventies and eighties really were fabulous decades, weren't they?

BELOW: Pat and Leanne Ryan must have remembered that many rock stars of the period owned Rolls-Royces just like theirs.



ABOVE: We all wondered who was that woman with John Aiosa until we realised it was Patty in disguise as a blonde bombshell! John also looked pretty cool sporting gold chain and bracelet



ABOVE: The pre-war cars always leave the meeting place first. (Maybe this is because they don't want to be held up on the road by the later cars?) Tony Strachan's 1935 3 1/2 litre Derby Bentley B184DG was followed by Andrew Gibson's 1926 Phantom I 102SC and Paul Lukes' 1929 Phantom II 111WJ.

This run, which commemorates the running of the first Henry Royce car on 1<sup>st</sup> April 1904, includes a drive of approximately 15 miles in order to replicate the distance Royce drove from the Cooke Street works to his home in Knutsford. So, after leaving the RSL club, we were taken in a loop from Mittagong to Craigieburn where we were to have lunch. This year we happened to be sharing the route with a cycle club race. As it turned out, in order to blend in with the cyclists, we also replicated the sort of speed at which Royce would have been travelling 112 years ago. Appropriate huh? The bonus, of course, was that we actually got to really appreciate the lovely Southern Highland scenery through which we were travelling. I wonder whether we could synchronise with this cycle club again next year. It is possible that the cycle spectators thought that having our convoy drive past their finish line was an unexpected bonus as well.



The drive was really very picturesque!



LEFT: An avid Elvis fan, Phil Sproston was thrilled to meet the man in person.

"I was hoping to meet our technical officer, David Hughes here today but instead I had a great chat with Elvis about spring shackles. Who would have thought he knew so much about Silver Clouds?"

Photos:  
Patty Aiosa  
Bruce Duncan  
Mick Matheson  
David Murphy  
Pat Ryan



Craigieburn itself was a wonderful choice for the lunch. Everything was excellent; the circular driveway made a wonderful display area, particularly for our older cars. The atmosphere, the food, and of course the company couldn't have been bettered. Bryan Inder's presentation showed us splendid images of early Rolls-Royce history.

Possibly, best of all was the response to the silent auction which, with a couple of extra donations, raised over \$1600 for our charity, The Royal Life Saving Society.



## Just Some of Our Lovely Cars



ABOVE: Don Young's 1938 Wraith WRB38 is such an impressive car!



ABOVE: David Marshall-Martin introduced us to his new acquisition which he shares with his friend, Paul Schiff; "Doris" 1977 Silver Shadow II, chassis number SRN30408 with coachwork in Magnolia and Tan



ABOVE: The wonderful lavender-grey of Geoff Holt's 1936 Phantom III 3AZ204 is always admired.

LEFT: David Davis's 1922 20H.P. 42G1 has been in the club with the one owner for a very long time. It looks just as handsome now as it did way back then.



RIGHT: With Jeanne Eve at the helm, it was no wonder that the whole day went like clockwork. Both she and her daughter, Marian wore stunning, full-skirted 1960s frocks (you couldn't possibly call them dresses!)



ABOVE: We were very pleased to have the company of Carole McNamara the wife of the late John McNamara who was a Founder member. Their son Peter has recently joined the club and also brought his two sons to the event

RIGHT: John Milveron was intrigued with, and perhaps a bit covetous of, the mascot on the Henderson's Derby Bentley. Or was he just straightening it? John is the proud owner of a Lalique mascot which adorns his 20/25H.P.



ABOVE: What was it that Mal and Robyn Henderson found so amusing?

## The Bill Cutts Memorial Trophy for the People's Choice

was won by Tony Strachan's 1935 3½ litre Derby Bentley B184DG.  
Trophy donated by Joe and Sadie Baynie.



LEFT: This lovely 'Derby' sports a most unusual fish mascot



Bill



ABOVE: Our Trophy Master David Marshall-Martin presents the People's Choice Trophy to Tony.



# A cool rock'n'roller

By Leon de Bord

This article is about The Rolling Stones' Keith Richards and his 1965 Bentley S3 Continental Flying Spur with H.J. Mulliner Park Ward six-light coachwork.

It sold at a Bonhams auction for £763,100 (\$A1.4 million) – some 90 times its new price.

To give this story currency, in late January news of Keith Richards's death went viral after a malicious Facebook posting which attracted nearly 1 million hits. Of course – at 72 – he is still with us. The hoax was just another fake report of a celebrity's passing. *MediaMass's* website said that as usual the Twittersphere was frenzied.

So to the S3: Bonhams and other prestigious auction houses hold scores of dozens of car auctions worldwide and it's impossible to report all of them. Like all of us, I am no longer shocked by the lofty prices paid for Rolls-Royces and Bentleys.

Listed in *Chassis Plate*, we have 24 S1, S2 and S3 Continentals in our Club. They are to be cherished for all time.

The Richards car: chassis BC68XE, engine 34EDC is a cool rock'n'roller. I wonder if parts of this story require a PG rating. I won't deny that I'm a rock 'n' roll tragic and still love The Stones, and also The Beatles etc. but today it's more *Smooth* FM and classic FM for me.

This is a truly wonderful account, using many sources, of Richards's (The Stones's lead guitarist) and 'Blue Lena', his Continental S3. Perhaps only a member of the high-profile Stones could be responsible for every angle of this story: there are drugs, a love triangle and an escape to Morocco.

Flush with success in the mid-60s The Stones bought interesting cars including Brian Jones's white Silver Cloud II and Keith Richards's S3 Continental.

Christened 'Blue Lena' (after Lena Horne, the US singer, actress and civil rights activist – and its Dawn Blue paintwork) the S3 was synonymous with Richards's lifestyle. In his autobiography, *Life*, he said it broke the Establishment's rules – a car he was not born to after a humble start in life.



Lot 366

"Blue Lena" Formerly the property of Keith Richards of the Rolling Stones

1965 Bentley S3 Continental Flying Spur Sports Saloon Coachwork by H J Mulliner, Park Ward Registration no.

JLP 400D Chassis no. BC68XE Engine no. 34EDC

Sold for £763,100 (AU\$ 1,419,542) inc. premium

*Classic & Sports Car* wrote that he swaggered into the Jack Barclay showroom in London's Berkeley Square – a louche 22-year old – eyeballing stiff 1960s salesmen. At Richards's request the S3, which was in stock (having not been taken up by the original buyer), was personalised with a Webasto sunroof and dark privacy glass to the rear windows.



Richards recollected in *Life* that the S3 had "a huge bonnet and to turn it you really had to swing it about ... Blue Lena required some art and knowledge of its contours in a tight situation ... it was 6 inches (15 cms) wider at the front than the back".

Blue Lena was used for amazing road trips and famously as the escape vehicle – to avoid the British media – to Tangier, Morocco after a UK drug bust in 1967. The then chauffeur, Tom Keylock, took the car to Paris and collected Richards and three others for their getaway via Spain. Included were the band's founder, multi-instrumentalist Brian Jones – who developed pneumonia and was dropped in Toulouse, France – and his Italian actress girlfriend Anita Pallenberg. The growing relationship between Richards and Pallenberg was palpable and they soon, as we say, became an item.

Richards and Pallenberg moved to Rome when she starred alongside Jane Fonda in the motion picture *Barbarella*, directed by Fonda's husband Roger Vadim. They lived in the Villa Medici, a magnificent Renaissance palace with formal gardens, and were driven around Rome with Keylock at the wheel.

One of Richards's modifications was a pair of loudspeakers behind the grille which Pallenberg used to terrorise local motorists by putting on a policewoman's voice, reading their number plates aloud and issuing bogus instructions. At least one Vatican car was involved in this ruse.

The UK's *The Telegraph* reported the Bonhams sale and some interesting insights.

Blue Lena was involved in numerous accidents. One occurred in 1976 when, at 4.00 am, the S3 ended up in a field, having ploughed through a hedge and a fence. When police arrived, they found illegal substances and Richards was arrested. Not long after, Richards was fined £25 (oh, really?) for an out-of-date tax disc.

In another crash, with Richards at the wheel after a strenuous music festival – where The Stones had topped the bill alongside Led Zeppelin – he headed home with Pallenberg nudging him as he drifted off to sleep. He did fall asleep and the S3 hit a tree. There were no serious injuries.

Richards sold the car in 1978 to a Berkeley Square dealer, Lawrence Kaye. Missing it, Richards bought another Flying Spur. Kaye sold the S3 in 1988 to Anthony Hill and it became part of a collection. Showing its neglect, the car was submitted to Christie's for a 1996 auction with a reserve of £40,000 (\$A77,700) but failed to sell.

At the time – with details hazy in history – the S3, dismantled and in bad shape, sat in a lock-up for years and was sold on and then on again, finally to a German record company owner, Thomas Neelsen who said Blue Lena was a wreck. Yet to him it was undeniably a part of 1960s British culture. In 2009 Neelsen appointed English Automotive in the UK to restore the S3. Neelsen said it was in appalling shape with rust and galvanic corrosion after neglect and dodgy repairs. The engine block was corroded.

The Flying Spur emerged in 2015 from a full restoration which took five years. New wing sections and door panels were hand crafted. All mechanical aspects were overhauled including an engine rebuild, and Connolly was commissioned to recreate the original beige leather.



Reporting on its auction sale, the UK's *Mirror* said the Bentley, used for 'drug-fueled' trips in the 60s and 70s (infamously the Morocco escape), had a secret compartment for 'illegal substances'. The *Mirror* said it once crashed while transporting seven people. Let's not forget, the *Mirror* said, it saw 'saucy action' on the back seat.

Richards is as infamous as he is interesting and enigmatic. One journalist called him "mad, bad, and dangerous to know". He retorted to another journalist: "If you're going to kick authority in the teeth, you might as well use two feet".

Leaving aside his well-publicised drug abuse, he fathered three children with Pallenberg. A son and daughter survive. They lost a 2-months old son to cot death. In 1979 he married, for the first time, Patti Hansen, an American model and they have three daughters and of course there are now grandchildren.

American *Vogue* reported that happy, stylish chaos ensues when the Richards clan gathers at their North Caribbean Turks and Caicos retreat. Daughter Theodora said: "When you have the whole ensemble, the whole dynasty down there, the house is just shaking; everything's going on all the time". She described family gatherings as a succession of sun-soaked beach days and fiercely competitive games. "At the end of each day Keith plays the benevolent patriarch, and Patti rules the roost. You always have someone to hang out with; always have something to do," said Theodora. "Your imagination just runs wild".

The resort that runs the island provides amenities like baby-sitters and fresh Thai cuisine (although Hansen packs bangers and mash for Keith and the kids. She said: "Keith is not a Thai-food guy; he's really a meat-and-potatoes guy").

At the end of each day the group assembles around their fire pit, where Keith mans the flames and, yes, marshmallows are toasted. "We go down there and play guitar and sing songs, and it sounds straight out of a musical, but it's awesome," said Theodora. "It's a blissful schedule ... You lose the sense of time. There're no clocks, there're no dates; it's almost like a weird *Groundhog Day* situation, but a wonderful day to have over and over again".

Richards is worth an estimated \$A640 million. The family is happy in the Caribbean and at his UK home since the 1960s, Redlands House in Wiltshire. His S3 Continental, in perfect condition, has a new owner but I for one don't know who.

## Acknowledgements:

bonhams.co.uk and some 20 news, motoring and social media websites.





# COMING EVENTS for the next 6 months or so

## Our Club's Own 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 from about 6.30pm onwards.

**BREAKFAST at Cucina Viscontini at 9.00am** **second Saturday has been CANCELLED due to lack of parking. Watch here for news of a new venue.**

### OUR OWN EVENTS & THOSE WE HAVE BEEN INVITED TO:

**May 8-11 - Overlander to Bendigo** – see next column.



**May 11 to 16 - Federal Rally in Bendigo** Registration Form in December Praeclarum.



**Sunday May 15 – National Motoring Heritage Day.**

An 'Invited' event. Google 'National Motoring Heritage Day 2016' for further details.

**Tuesday June 7 -Dineamics Lunch 2 -** Burnt Orange, 1109 Middle Hd Rd, Mosman  
**Contact:** Mary Findell - [findell@gmail.com](mailto:findell@gmail.com)



**GOSFORD CLASSIC CAR MUSEUM**

**Sunday June 12 –Visit the All New Gosford Car Museum.** Meet at "Pie in the Sky" north of Cowan on the old Pacific Highway at 9.45am. Have a quick coffee and travel in convoy to arrive in style at the museum. A light luncheon can be purchased at the museum if you wish. Let **Bruce Duncan** know if you plan to come: 9487 3095 or [bruced2076@gmail.com](mailto:bruced2076@gmail.com)

**Wednesday June 15 – General meeting:** Our speaker will be Captain Bob Binning, author of "The Misadventures of a Freelance Airline Pilot"

**Monday June 20 – Cocktail Party** – See page opposite.



**Wednesday June 29 - Visit to Withams Coffee Roasters at Hornsby.** Only 10 places due to restricted parking. Let **Bruce Duncan** know if you plan to come: 9487 3095 or [bruced2076@gmail.com](mailto:bruced2076@gmail.com)

**Sunday July 10 – Drive and be Driven Day Peats Ridge.** Moved to later in the year due to other event clashes. Contact: Bruce Duncan [snr-vp@nsw.rroc.org.au](mailto:snr-vp@nsw.rroc.org.au)



**WEDNESDAY JULY 20 – AGM** Be sure not to miss this important meeting.

**Saturday July 30 Hunter Region All British Day** Foreshore Park Newcastle. 10.00 to 16.00. An 'Invited' event.



**August 14 – Shannons Classic** at Eastern Creek

**August 28 – All British Day** at the Kings School

**September 16-19 - Dawn Patrol XV** – In and around the Wagga area. A Federal Register event. **Contact:** Bruce Duncan [snr-vp@nsw.rroc.org.au](mailto:snr-vp@nsw.rroc.org.au) More details later.

**September 25 – Linnwood Historic Day** at Linnwood House

**Wednesday October 12 -Dineamics Lunch 3 -** Quays Marina café, 1856 Pittwater Road, Church Pt. **Contact:** Merryl Godfrey - [mmgodfrey@bigpond.com](mailto:mmgodfrey@bigpond.com)

**October 30 – Concours at Yaralla, Concord.** See opposite.

**November 4-10 - Wild Rivers Run, Mid North Coast**

**November 30 - Presentation Dinner RACA**



### OVERLANDER MOTELS FOR CONTACT PURPOSES ONLY:

**Sunday 8/5/16 Bathurst** (02)6332 1800  
Quality Hotel 344 Stewart St

**Monday 9/5/16 Young** (02)6382 5644  
Young Federation Motor Inn 109/119 Mains St.

**Tuesday 10/5/16 Griffith** (02)6964 5666  
Kidman Motor Inn 58 Jondayrayan Ave.

**Wednesday 11/5/16 Shepparton**  
Best Western Wyndhamere Motel (03)5821 3088  
35-37 Wyndham St

## To Celebrate our Diamond Anniversary:

Your Committee has planned a year of activities and events. These have been planned north and south of Sydney to give everyone around NSW a better opportunity to participate. We look forward to seeing as many of our country members as possible. So keep these dates free, plan your 2016 diary now and join your fellow enthusiasts in celebrating this milestone for our Club.



**20 June 2016 - A Cocktail Party at the Radisson Hotel in O'Connell St.**

An elegant evening on the actual anniversary of the formation of the Club.

This is opposite the building where the Foundation Meeting was held 60 years ago.



**30 October 2016 - NSW Concours and Display Day** will be held at a very special venue, Yaralla Estate, Concord, central to most of our members. This will be a large event held in conjunction with an historic Sydney Harbour-side Estate's Open Day. Our cars will be on display to the public and we will be fund-raising for our nominated Charity.

All the events planned for our Anniversary year will be partially sponsored by the NSW Branch to reduce the costs for all our members.



**Friday 4 November to Thursday 10 November 2016 - Wild Rivers Anniversary Run** – Originating and terminating at Port Macquarie, this 6 day run will explore some of our most scenic countryside in northern NSW. Watch these pages for more details, as we get nearer to this event.

**30 Nov 2016 - Presentation Dinner** - To close out the year we will hold our Presentation Dinner at the Royal Automobile Club of Australia in Macquarie Street, Sydney. A formal evening is planned and we will be offering an accommodation package for a limited number who would prefer to stop overnight.



We have already made a significant arrangement with the Rolls-Royce and Bentley dealer in Sydney to support this Charity.



Throughout the year we will be fund-raising for the **Royal Life Saving Society Australia.**



## A Phalanx of Phantoms



**By David Marshall-Martin, GSM** ABOVE: An overhead view which shows some slight variations in length

Originally this article was intended for last year which was the 90<sup>th</sup> anniversary of the introduction of the New Phantom. Unfortunately, space in L & D and time got the better of us. However, our esteemed Editor has found some space for me and I hope you enjoy the notes and pictures of these fantastic cars in miniature.

I got the idea for this article from a talk Michael Jeanes gave some years ago about a museum he had visited in the USA which had a complete collection of Rolls-Royce Phantoms. How wonderful it would be to see these magnificent cars all together. As a collector of model cars I have been able to assemble a complete collection of Phantoms, albeit much smaller than the real ones. However, the small scale does allow ample opportunity to observe the cars close up and to get a sense of the size of each relative to the other (which as you will gather from the statistics and pictures is fairly consistent).

The success of the 40/50 HP (Silver Ghost) was probably due to Rolls-Royce's concept of the 'one model' policy. In 1922 this ended with the production of the Twenty HP. But Rolls-Royce was still aware of the need for a new 'big' car and in 1925 the New Phantom (retrospectively called the Phantom I) was introduced. Thus the concept of a large 'flagship' model was sort of in place. The Phantom I, produced from 1925-1929, was followed by the Phantom II, 1929-1935, and the Phantom III, 1936-1939.

Rolls-Royce probably thought that the Phantoms had ended with the introduction of the Wraith in 1939. However, this notion changed in 1950 when, after a visit from Prince Philip, the first Phantom IV was produced for HRH Princess Elizabeth. Between 1950 and 1956 eighteen of these very special vehicles were built for royalty and heads of state. These

rare cars were the only vehicles produced with a straight eight engine which allowed for a very slow, smooth pace befitting a ceremonial car. But demand for large stately cars didn't die out and in 1959 the Phantom V was introduced, followed by the Phantom VI from 1968 until 1990.

Prior to WWII Rolls-Royce did not build the coachwork on cars. The Company supplied the complete chassis, radiator and a few other bits and the customer selected a coachbuilder to supply a body to his specifications. This continued with the Phantom IVs, Phantom Vs and some Phantom VIs. Where possible I have chosen to illustrate the various models of Phantoms with specific Rolls-Royce vehicles. Thus the first five Phantoms are based on real cars rather than just generic cars. The Phantom VI is a James Young body, but not a specific chassis.

In 2003 the new Rolls-Royce Company introduced the latest model, the Goodwood Phantom which the Company now calls the Phantom VII. And its successor the Phantom VIII is now on the books. There are many variations of the Goodwood Phantom: standard wheelbase, extended wheelbase, drophead and a myriad of 'special editions.' Determining the exact number sold is difficult, but I think the estimate on the chart is probably accurate.

Thus we have an almost unbroken line of Phantoms from 1925 to the present. Hopefully the statistics and pictures with this article will allow you to enjoy these very beautiful cars in miniature. In a future article I might look at those very exclusive Phantom IVs.

Acknowledgement: with the exception of the Goodwood Phantom, specifications of the other Phantoms have been sourced from the sixth edition of Bird and Hallows; *The Rolls-Royce Motor Car* as updated by Brendan James.



RIGHT: Phantom II Chassis Number 188PY All Weather Cabriolet was built by Thrupp & Maberly for another Maharaja Thakore Sahib of Rajkot. This magnificent vehicle is known as the 'Star of India'



LEFT: Phantom III Chassis Number 3AX79 is a four door four light saloon built for General Bernard Montgomery (Monty) by HJ Mulliner. The most distinguishing features of this vehicle are the forward sloping VEE windscreen especially requested by Montgomery and the 'fastback' sloping boot

RIGHT: The line-up showing the variations in Rolls-Royce radiators.



ABOVE: Phantom IV Chassis Number 4AF2. Built with the code name 'Nabha' this limousine body was erected by Mulliner for HRH Princess Elizabeth. As this was a private vehicle it was painted Valentine green and wore registration LGP10. Upon her accession to the throne the car became an official state car and was repainted in the sovereign's colour scheme of royal claret and black



ABOVE: Phantom V Chassis Number 5AS33 'Canberra II,' by Mulliner Park Ward. The large 'bubble' enclosure allowed Her Majesty to be easily seen. This limousine is also painted in the official royal colours of black and claret



ABOVE: Phantom VI. This is called a 'touring limousine' by James Young. Chassis number unknown



LEFT: Phantom VII (Goodwood). An extended wheelbase vehicle built at the Goodwood factory and which is often modified in-house to customers' specifications

Model	Yrs of Manufacture	Chassis #	Body Style of the scale model	Engine	Wheelbase	Chassis	No. Produced
New Phantom	1925-1929	9LC	Barker Sports Tourer	Six cylinders	150 1/2 inches	196 3/4 inches	3,437
Phantom II	1929-1935	188PY	Thrupp & Maberly All-Weather Cabriolet	Six cylinders	150 inches	206 inches	1,672
Phantom III	1936-1939	3AX79	HJ Mulliner 4 Door 4 Light Saloon with special VEE sloped windscreen	Twelve cylinders 60° V	142 inches	191 inches	710
Phantom IV	1950-1956	4AF2	HJ Mulliner Seven Seat Limousine	Eight cylinders in line	145 inches	229 1/4 inches	18
Phantom V	1959-1968	5AS33	Mulliner Park Ward Perspex Top Limousine	Eight cylinders 90° V	144 inches	238 inches	832
Phantom VI	1968-1990		Park Ward Touring Limousine	Eight cylinders 90° V	145 inches	238 inches	374
Goodwood Phantom	2003-present		Extend Wheel Base Limousine	Twelve cylinders 60° V	150 1/3 inches	239 3/4 inches	Over 10,000



## The Rolls-Royce Treasure Trove No. 8

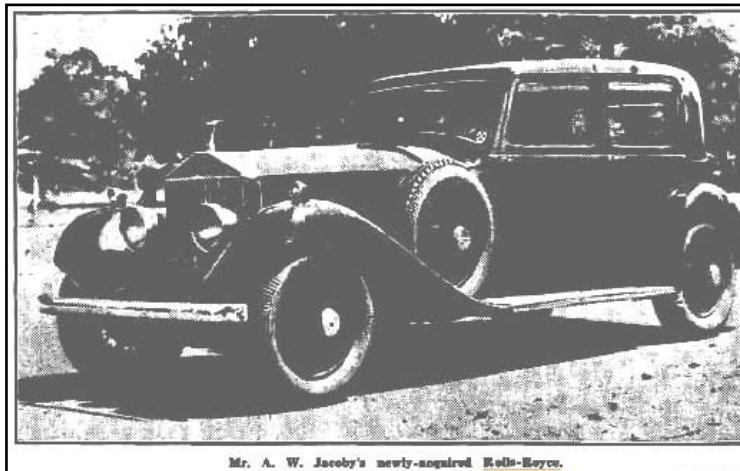
What the Papers Said  
Compiled by David Neely

'Trove' is a National Library of Australia website ([trove.nla.gov.au](http://trove.nla.gov.au)) which provides access to digitised newspapers, from which this series has been compiled.

A Rolls-Royce was listed in registrations for the week ended 27 December in the 'Sunday Times' (Perth, WA) 30 December 1934, "5647: Swan Brewery Ltd., St. George-ter., Perth, Rolls Royce."

The car is 1924 Silver Ghost 54EM and the chassis history is noted in 'Rolls-Royce and Bentley in the Sunburnt Country' on p.313.

'The West Australian' (Perth, WA) 17 Jan 1935 carried a photograph and reported, "New Rolls-Royce. Mr. A. W. Jacoby's Smart Model. A smart 1927 model Rolls-Royce, entirely reconstructed throughout, and fitted with a new body has been purchased in the Eastern States by Mr. A. W. Jacoby, manager of the Swan Brewery, Co., Ltd. As far as is known, there is only one other Rolls-Royce in this State – an 18-year model owned by Mr R. Falconer, of Claremont. One is owned by Mr. J. L. Glick, of the Adelaide Tailoring Company, but it is now in service in New South Wales. Some time ago, however, Mr Glick's Rolls-Royce was a familiar sight in and around Perth." The article went on to describe the car, including, "The dash board has all the usual dials, but there are no unnecessary or confusing instruments. However, there is one unusual point about the speedometer. On the dial there are two hands - one which changes its position, with the speed



Above: This photograph from 'The West Australian' is captioned, "Mr. A. W. Jacoby's newly-acquired Rolls-Royce" and shows the re-bodied Martin & King saloon body.



of the car, as is usual, and another, which stays fixed at the highest speed, recorded. This might be rather alarming to motorists who occasionally exceed the speed limit; but the makers have thoughtfully provided a means whereby this incriminating hand may be switched back to zero."

Left: Another view of the Martin & King body on 54EM taken in 1948 with Mamie Brace Falconer. This photograph was provided by David Falconer and published in 'Rolls-Royce and Bentley in the Sunburnt Country', p.313.

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## February Dineamics Lunch at Kams in Charmhaven



There were only ten of us; Patty Aiosa, Margaret Gillings, Judith Merlin, Wendy Friezer, Nancy Axe, Jeanne Eve, Kristine Winley and Coralie Ogle. Maybe it was the hot February weather or the distance that deterred the other ladies but four of us car-pooled and had a thoroughly enjoyable day.

The next one is Tuesday June 7 at Burnt Orange, Middle Head. Please come!

## THE CENTRAL LUBRICATION WAS SEIZED...

1932 20/25H.P. chassis number GHW75, 'Isabella', had not been used for years. The central lubrication was seized and no oil was going around the chassis. It was decided to bite the bullet, throw caution to the winds and put about two cupsful of Brakleen in the reservoir. I pumped until all was gone then filled it with oil as usual and pumped a few more times. The reward was to see oil dripping from the spring shackles. All in all, a great success!

David Axe GRW57 & GHW75



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- This should be carried out no longer than every 5 to 6 years.

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The term 'unseen' might apply to sepulchral visions – Ghosts, Phantoms, Wraiths and the like. Most such names apply to visions on the road with which we are all familiar. But there are other 'unseens' – visions that didn't quite make it to the road. These are the ideas that, for one reason or another,

sent the designers back to their drawing boards. Some were really good designs, others perhaps remain best 'unseen'.

In the panoply of Rolls-Royce 'unseens', surely the first case involves the Legalimit. This was a car that was to provide very quiet, refined transportation and it seemed like a good idea in 1905: one did not wish

Original concept: the Legalimit received a favourable press, yet only a handful were made as the Silver Ghost came along to steal its thunder

to frighten the horses. It had a horizontally opposed V8 engine mounted very low in the front of the car so it was nearly hidden. The car was designed "...in response to the cry of the moderate motorist, for a motor vehicle which he can run continuously at the limit of speed allowed by law, and maintain an average of 20 miles an hour, without having to go slowly up hills and exceed the legal limit down hills" (from the Rolls-Royce 1906 catalogue). Essentially, this was an attempt to compete successfully with the electric Broughams that were widely adopted by the nobility and gentry in town.

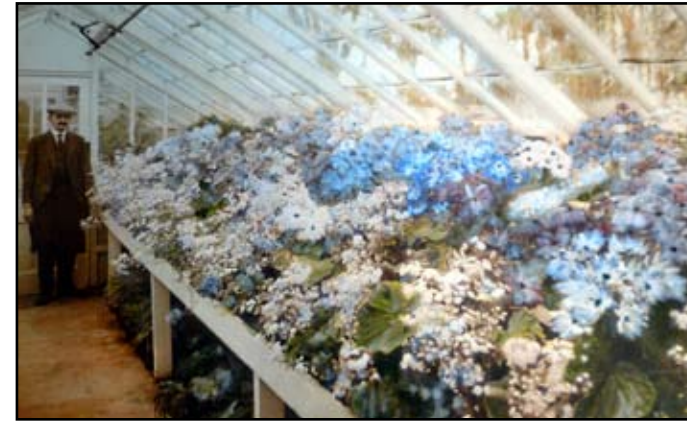
The result of perhaps three years' conversations between Claude Johnson and his great friend Sir Alfred Harmsworth, soon to become Lord Northcliffe, the first Legalimit was built with a two-seat Barker 'park phaeton' body for Northcliffe and displayed at the Olympia Motor Show in November 1905. Three body styles were planned, a Landaulet Par Excellence, a Motor Landau and a touring car, though, in fact, the Northcliffe park phaeton was the only one we know to have been built. It was displayed at Olympia, bonnet down and without the engine, which was not quite ready.

The press reception was extremely favourable and the engine was apparently quite strong, with considerable potential for development. However, the Legalimit was hardly a commercial success, as perhaps only two others besides

Sent to L&D by Jim Kelso. Is this the only actual photo of this car?



## Letters/Emails/Photos etc.



Above: Ernest Saviger Smith, head gardener at "Pollards Wood Grange", Chalfont St. Giles Bucks. the home of the Hon. Dorothy Paget. He was David Axe's grandfather. Photo taken around 1940.



Sometimes when you have had a bit of a bingle and your car has been off the road for a while, you get it back all clean and you want to share a new photo with your fellow members. This is how Bob Doyle felt about his 1974 Silver Shadow SRH17475 "Lady Camilla". Looking good Bob!

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Creative Director & Founder

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Dear Margaret,

I have seen the article in L&D regarding the Honourable Dorothy Paget. I must write to correct some of the tripe and drivel.

While Dorothy Paget was eccentric and nocturnal she certainly would put \$10,000 on her horses. Dorothy did NOT despise all men! This is not true; Sir Henry Tim Birkin was a close friend.

Dorothy lived in "Pollards Wood Grange" and also owned "Hermit's Wood" next door for staff and offices. My maternal grandfather, grandmother and my mother were all in service there as head gardener, housekeeper and cook. When my grandmother died suddenly in 1942, I was, at the age of four, rampaging around the gate lodge. My mother married in 1934 and "Pollard Wood Grange" is on her marriage certificate as being her place of residence.

Dorothy was always good to her staff and gave my grandmother a lovely French Ormolu clock which was stolen years ago from my family home. I do still have a 'miniature portrait' here at home in Tascott.

My grandfather won so many prizes at Chalfon-St-Giles flowers show for Dorothy that he was eventually barred. I have a photo of him in Dorothy's greenhouse.

It is very nice to have one of Dorothy's many cars in our club. However, I bet it never had those rear lights when new and certainly not in that parlous position.

David Axe GRW57 & GHW75



Our representative, David Hughes at the March '16 All British Day Committee meeting being presented with the ABD Trophy. It was awarded to us for our 2015 display. The Trophy was originally presented on the day to the RROC President, Brian, however it was handed back on that occasion to be engraved with the winner's name.

L&D May/June 2016

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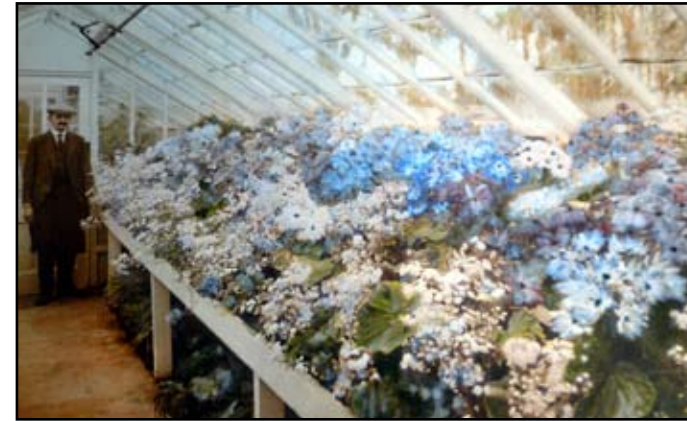
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L&D May/June 2016

# ONLY 10 BUT DROVE A ROLLS-ROYCE

## STEERED "BORROWED" VEHICLE SAFELY THROUGH EDINBURGH

A MIGHTY Rolls-Royce car stood outside the Edinburgh Police Chambers. Inside the detective department, a diminutive boy of only ten years was being questioned about his amazing escapade. He had taken the powerful car from a parking place in the Murrayfield district while the owner attended a Rugby match, climbed into the driver's seat, and driven it off across Edinburgh like an expert motorist. He manipulated many nasty road turnings, narrowly avoided a collision at Ardmillan, and went confidently into top gear when he got clear of the traffic area. And his head barely showed above the steering wheel. Indeed, a passing motorist actually thought the car was driverless. The child's knowledge of motor cars is negligible except for a superficial idea of driving. All he could tell the police in explanation was that he had been in the habit recently of accompanying the driver of an aerated water lorry, and had observed very carefully how the lorry was made to go. His overwhelming ambition was to drive a car by himself.

### BIGGEST PROPOSITION

Temptation came to this tiny adventurer about three o'clock yesterday afternoon when he saw an array of cars standing unattended in the vicinity of the Edinburgh Wanderers' Rugby pitch. But there were to be no half-measures. He was going to take the biggest proposition. A Rolls-Royce. What better test? No one saw him climb into the seat and drive the car away. The circumstances were auspicious for his trial. He cannot recall where he took the car, but he must have crossed the city from Murrayfield by Russell Road and joined the traffic flow at Ardmillan. It was at this point that the car with the peculiar mottled shade was first seen. It nearly bumped a car in front. The little driver swerved to the side in the nick of time.

### ONE MISTAKE

One mistake was his undoing. Tampering with the gadgets on the dashboard he unwittingly switched on all the car lights. In Chesser Avenue he passed a chauffeur who recognised the Rolls-Royce and gave a signal that the lights were full on. Then suddenly the chauffeur realised that only a small boy's head showed above the steering wheel. He decided to give chase. He jumped on to the running-board of a van coming behind, and asked the driver to follow the Rolls-Royce. The pursuit took them as far off as Slateford. The boy successfully got his powerful charge through the narrow opening underneath the railway bridge and headed on for Slateford village. The van had to accelerate to 35 miles an hour before it could get abreast. The boy had his car in top gear and was about to take his first steep hill when he was overtaken. Hearing a shout he apparently took fright and lost control. The engine was stalled and the adventure was closed. The Rolls-Royce was brought back in perfect condition and was returned to its owner.

Sent to L&D by Henry Pang

SUNDAY MAIL—GLASGOW.



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 Please **contact** Mark 0411405875

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