

# From the Sir Henry Royce Foundation

## SHRF – Activities:

The Foundation's activities at each of the locations – Bill Allsep House (BAH), the Lionel Gell School of Instruction for Rolls-Royce and Bentley (LGSi), the Geebung Museum and the Coolum Showroom – have, by necessity, been suspended whilst Australia has been in a general "lock-down". So, no volunteer work nor any public visits have been permitted.

With the gradual lifting of the travel/meeting restrictions activities will slowly and carefully recommence. The BAH volunteers have been able to open up the "Archive" and continue with the task of cataloging the recent large volume of donated heritage documentation. At Coolum, the Showroom will be able to receive visitors in line with the Queensland Government's travel and social distancing guidelines.

## Rolls-Royce Aircraft Engines:

The guiding ethos of The Foundation is to pay tribute to the engineering achievements of Sir Henry Royce. In the activities of the RROCA we see these achievements through an automotive engineering perspective. We must remember that Sir Henry Royce is perhaps equally well known for his aircraft engineering achievements.

The Foundation recognises this aircraft engineering expertise with our display of Rolls-Royce aircraft engines. We have our own "Merlin" engine on display at the Coolum Showroom. The "Merlin" achieved fame in powering the "Hurricane", "Spitfire", "Mustang" and "Lancaster", for example. The "Merlin" was the pre-eminent liquid-cooled engine of WWII. At BAH, we have a "Merlin" engine on long-term loan from the Australian War Memorial.

The "Merlin" has its antecedents in the Royce designed "R" engine that was developed for the Schneider Trophy air races in the late 1920's. Whilst Royce did not live to see the commercial production of the "Merlin", it is a tribute to his engineering team that from an initial 1,000 HP engine in the mid 1930's it was developed into a 2,000 HP engine by the end of WWII.

I would encourage all Members to visit the Coolum Showroom and BAH to have a close look at the Rolls-Royce "Merlin" and to come to an appreciation of the cutting-edge of aircraft engine technology during the 1940's. The Foundation's website – [www.henryroycefoundation.com](http://www.henryroycefoundation.com) – has some interesting videos highlighting the aircraft engineering collection.

**right centre:** The 1945 Rolls-Royce Merlin Aircraft engine on display at the Foundation's Coolum Showroom in Queensland.

**right:** (t-b) A Hawker Hurricane, an Avro Lancaster and a Supermarine Spitfire: 3 Aircraft, 9 Airmen, 6 Merlins Engines - all heroes of WWII.



**above:** The F J English Winner for Club Photography 2019: John and Evelyn Hiscox Corniche "Howzat" (1969 Rolls-Royce MPW 2-door saloon, CRH55064) negotiating country cattle conditions while on the road to Jimbour House during the 2019 Toowoomba Federal Rally in May 2019. Photographed by Bob Aaby (NSW).

## The F J English Award for Club Photography 2019:

This annual Award, generously supported by long-standing Victoria Branch and NSW Branch Member Fred English, encourages Members to record Club outings or Club cars.

This year the award goes to NSW Member Bob Aaby. Bob's photo of the John & Evelyn Hiscox 1969 MPW two door saloon (CRH55064) was taken during one of the outings at the 2019 Toowoomba Federal Rally. The judges consider this photo exemplifies Club convoys touring in the "long paddock" that sustains rural farmers through hard times. Only in Australia would such a conjunction of automotive elegance and rural tradition be evident.

We congratulate Bob for his photo. May it be an inspiration to all Members to record interesting or unusual moments in the Club's history and to enter the Award this year. The 2021 Award will be presented at next year's Federal Rally at Mildura – keep your camera ready. Full details of the Award for 2020 can be found on page 7816.

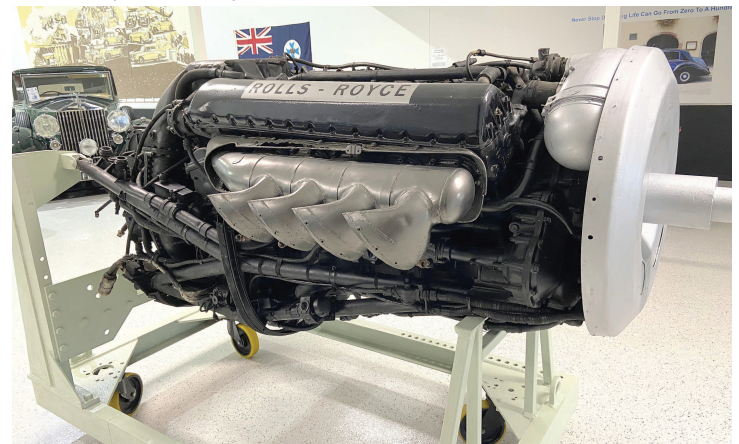
## Donations of material for The Foundation's "Archive":

If you have spare material relating to Australia's automotive history or are 'down-sizing' please remember that The Foundation "Archive" is the logical repository for this valuable documentation and artefacts. Contact The Foundation's Honourary Archivist, Gilbert Ralph – [archivist@henryroycefoundation.com](mailto:archivist@henryroycefoundation.com) – to discuss your donation.

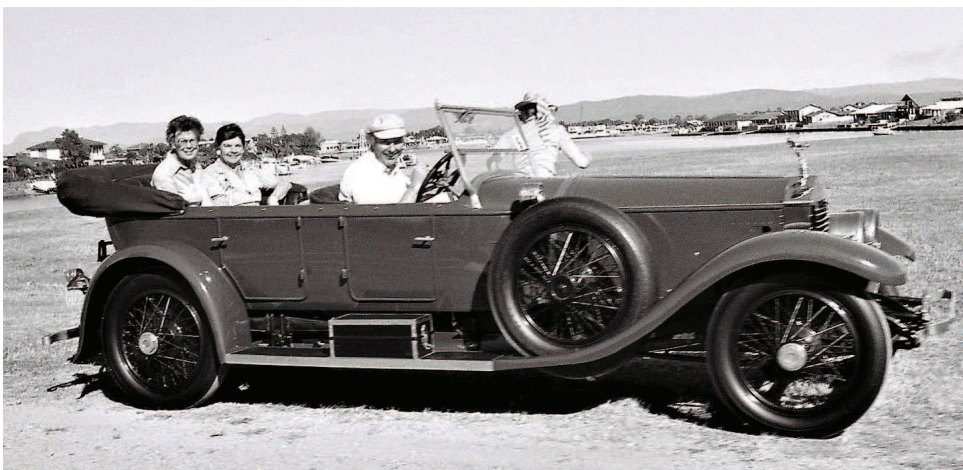
## The Sir Henry Royce Foundation Research Award:

Full details of the Award for 2020 can be found on page 7836.

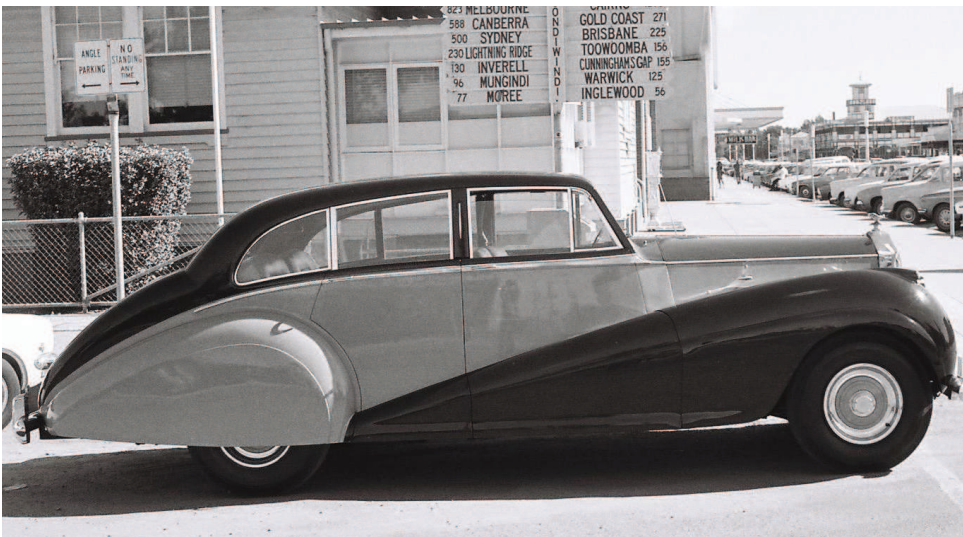
**Russell Rolls,**  
Chairman of Trustees



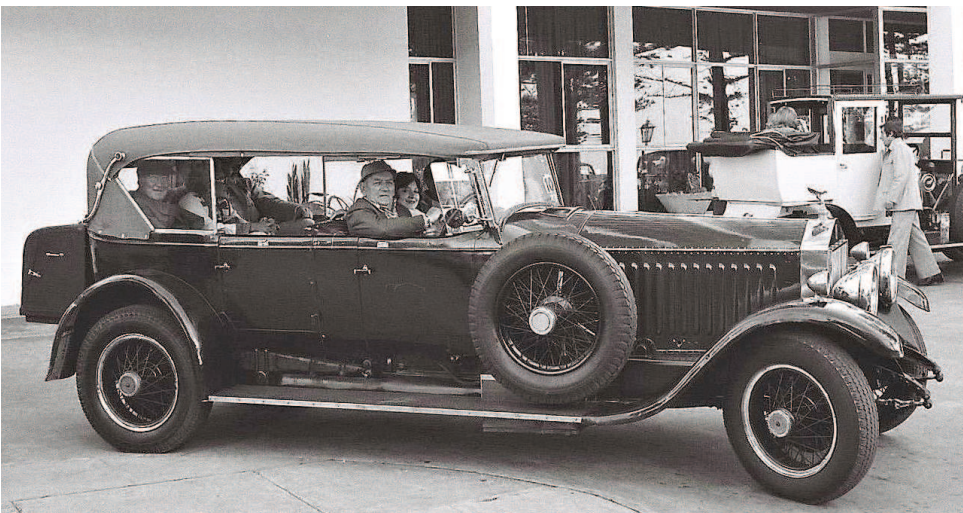




**above:** There are few Springfield Silver Ghosts in Australia to match the elegance of this 1922 lwb model chassis 154BG Pall Mall tourer owned and restored by Edward (Ted) Hudson from Sydney. It looks like Ted at the wheel. At the Surfers Paradise Rally it carried off the Overall Trophy and the Age and Authenticity Trophy. In all it won eleven Federal Awards. In the NSW Branch Concours it won the Restoration of the Year Trophy in 1974 and the Overall Trophy in 1978. It also won several awards later when owned by David Heuzenroeder of Tanunda. David later sold it to an American collector.



**left:** Fred English the author of all the photographs used in this series owned this 1951 Silver Wraith WOF49 with its stylish sweeping lines by Park Ward. The signpost highlights the vastness of Australia with Cooktown being 1,380 miles north and Adelaide 1,030 miles west. This car won the Silver Wraith-Silver Dawn Trophy at the Rally. Currently Charlie and Pam Frew of Pymble, NSW are pleased to have it in their garage.

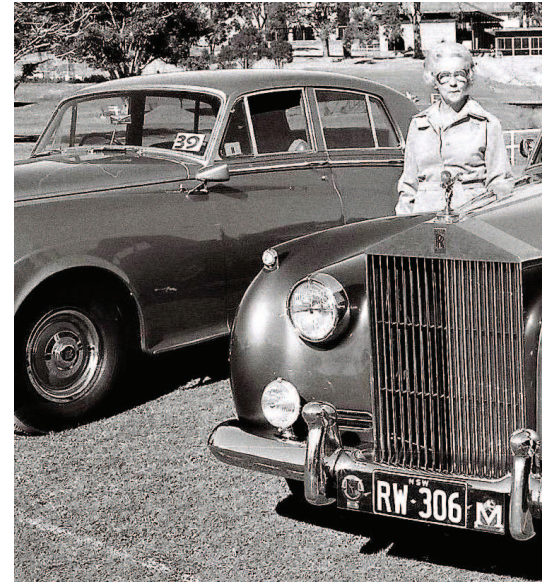


**above:** Well known Sydney-sider George Sevenoaks is at the wheel of this lwb 1925-6 Phantom I 30LC. Originally it was imported for Dame Eadith Walker of Concord and was rebodied as a tall Moriarty saloon. In the 1930s it was owned by Malcom Fraser's father at his property 'Nareen' in Western Victoria, then Dr Eric Marshman in Bowraville. In about 1959 it was fitted with this Jackson, Jones & Collins California hardtop from 57LF and 111DC and sold to Max Rankin in Tasmania. George and Jean Sevenoaks acquired it in the 1970s and later sold it to Craig A Robson after which it was owned by Ronald McCann, Peter D Limon and others in NSW but it is no longer listed as being owned by a RROCA member

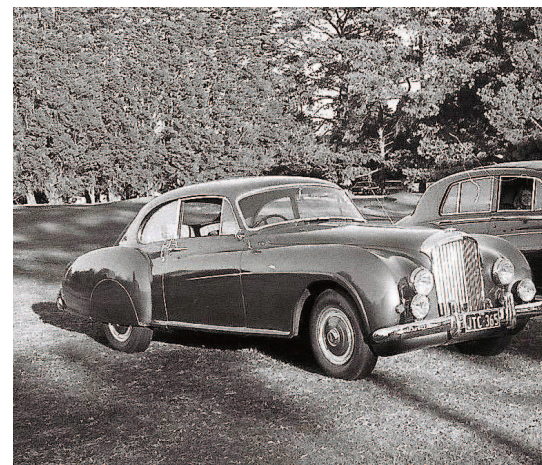
**right:** Here is a lineup of four cars that have something in common. The cars are from left, 1952 Bentley Continental BC12A, 1956 Silver Cloud I SZB71, 1954 Silver Dawn SKE44 and 1951 Silver Wraith WOF49. What do they have in common? They were all owned by Fred English at one time or another. Only WOF49 now remains on the Club Register.

## The Sir Henry Royce A Selection of Photos Fred English Gilbert M Ralph (Vic)

The Queensland Branch of RROCA held its first Federal Rally at the same venue for its second Rally in 1977. Fred English used his photographs to illustrate some of the interesting information about the cars came from David Neely. It is a must for all Rolls-Royce enthusiasts. I also wish to acknowledge assistance from...



**above:** This well presented 1959 Silver Cloud SMH253 was owned by Helen Cooper. Dick Williams had joined the Club Register in 1926 Phantom I chassis 45NC with a Martin & King saloon body.





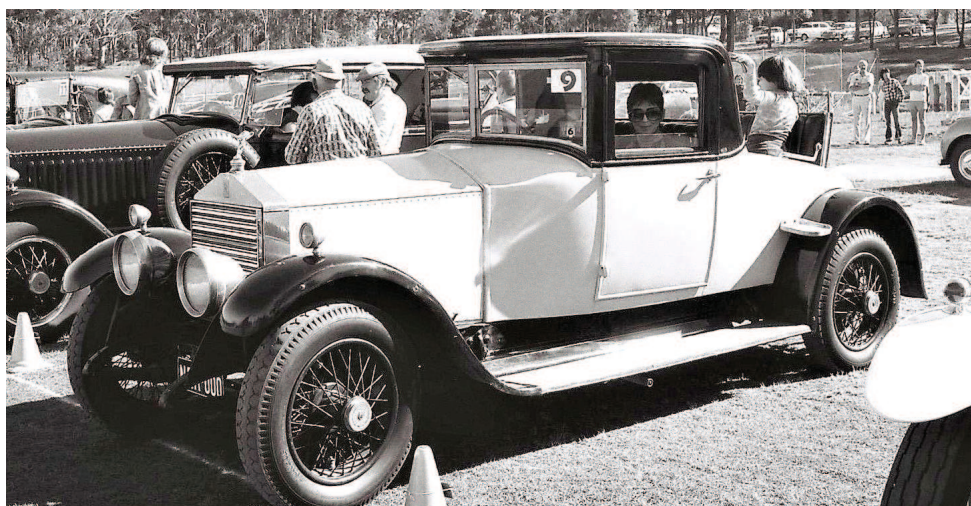
# Foundation Archives Photographs from the Collection

HLM, Hon. Archivist SHRF

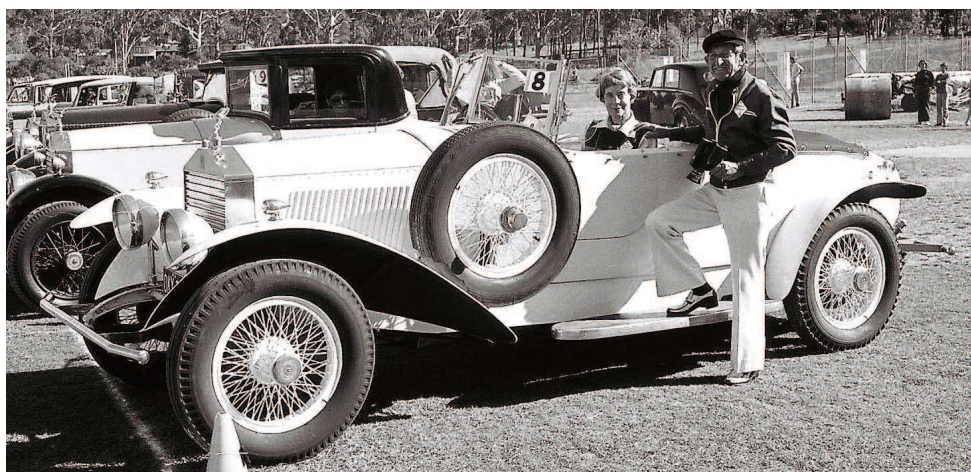
lateral Rally at Surfers Paradise in 1972 and chose the  
sh attended the latter and I have selected a few of  
ng cars which attended the 1977 Rally. Much of the  
's outstanding book 'In the Rear-View Mirror' which  
e and Bentley enthusiasts.  
e from Sue Dunstan and Tom Clarke.



owned by Richard J Williams of NSW. The lady standing by the  
the Club in 1964 and in addition to the SCI he once owned a  
ody which was later owned by David Ekberg but was last in  
ister in 2013.

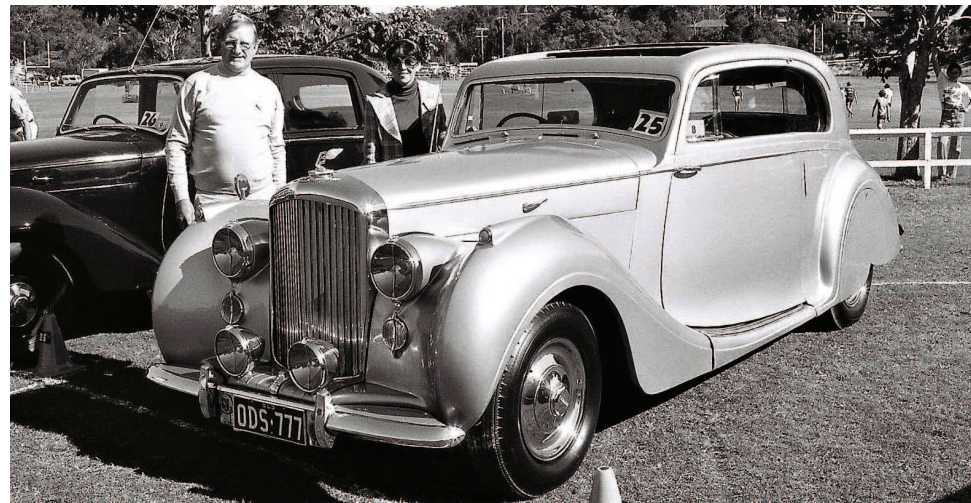


**above:** This 1925 20hp GLK66 fixed-head coupe by Smith & Waddington was owned by Peter and Chris Gargett of Indooroopilly, Brisbane, at the time of this Rally. It was imported for Mrs Myerson of Sydney and later bought by Sir Ben Fuller of Fuller Theatres. It had several owners in Victoria, NSW and Queensland before being purchased by Peter Gargett in 1961 for £225. Peter was a founder member of the Queensland Branch when it was established in July 1969. Peter and his wife Chris (seated) used this car for their honeymoon when they participated in the New Zealand International Veteran and Vintage Car Rally in 1965. It is still owned by the family but is currently in storage awaiting restoration.



**above:** Arnold Robert of Bundaberg, Queensland attended the 1977 Annual Rally in this 1926 20hp GZK21 with a sporty-looking body built by Tony Robinson in 1971. I have no knowledge of how and when it came to Australia. It was also owned at one time by Graham Singer, John Day, Alan Goble, Noel Robinson and Rob Gab. Currently Terry and Regi Lewis of Bagara, Bundaberg own it. Arnold also had a 1980 Silver Shadow II which won the Post-1965 Trophy at the Queensland Branch Concours in 1980.

**left:** The tall man on the right is Victorian member Roath Gair the owner of this 1950 Silver Dawn SBA112. At one time or another it was also owned by NSW Branch members David Farebrother, Peter Limon and Andrew McFarland. Later Roath bought another Silver Dawn; SUJ98 a 1954 model which was also black. Despite his limited vision Roath kept it in remarkably good condition and won the Overall Award at the Victorian Concours in 1981 and the Silver Dawn Award on six occasions and the Class 6 Trophy at the Federal Rally at Wagga Wagga in 1993.



**above:** At the time of the Rally this 1946 MkVI Bentley B392BH with 2-door coachwork by Freestone & Webb was owned by Joy Brannelly who had joined the Club in 1974. It was imported in the 1960s by J M Gedyne in NSW before being acquired by Joy Brannelly in the 1970s. Joy was an active member of the Queensland Branch and was a Concours judge, served as President for two terms from 1980 and jointly with Wallace Moorhouse won the Frank Cove trophy in 1982 for her contribution to organizing the Federal Rally in Brisbane that year. The car is now owned by Julian and Cheryl Walter in Perth.



# The Priest and the Doctor

## David Neely HLM, SHRF Historical Consultant (NSW)

It was 1955. Father Harry Brown and Dr Ken Starr were looking to buy a late model Bentley and a late model Rolls-Royce, respectively.

In Sydney the place to look was in George Sevenoaks' Rolls-Royce and Bentley showroom. It was at number 501 on the Pacific Highway at Crows Nest, on the right-hand side coming from the city. Opposite was George's Monterey Service Station where George's mechanic was in charge. If a phone call for George went through to the service station, the mechanic will look across the road, see that George was there, and announce, "George is in the lace department!"

George Sevenoaks had two late model, one owner, cars for sale. A Bentley that was five years old and a four years-old Rolls-Royce. George would become a Foundation Member of the Rolls-Royce Owners' Club of Australia in 1956 and an HLM in 1971. Our prospective buyers would have asked George about the histories of the cars and their owners.

The Bentley in the showroom that was of interest to Father Brown was a 1950 MkVI model, chassis number B230FV in black. The Sydney agents, York Motors, delivered the car on 3 March 1950 to John Jeremiah Leahy (1875-1959). John Leahy subsequently had two more Bentleys, a Mk VI, B367GT, delivered on 28 September 1950 and a Bentley R-type, B230UM, delivered on 11 March 1954. His



son Ken had a Rolls-Royce Silver Dawn, SDB70, delivered on 28 June 1951. The wool industry was booming at the time and Bentleys and Rolls-Royces, among a number of British makes, were popular with wool farmers like the Leahys. York Motors was importing them six at a time to meet the demand. Apprentices would be sent down to the wharves to unpack the wooden crates and assemble them. A total of 231 of these Bentleys came new to Australia between 1947 and 1955.

John Leahy's father was a butcher and from a modest family background Leahy assembled a vast pastoral empire. His

numerous stock and land deals became legendary. He owned or leased one hundred or more properties in all, mainly in central and western New South Wales. Although he was a cattleman from the mid-1930s, his wool clip was reputedly one of the largest in Australia. The stations he owned at various times included Cultowa, 212,000 acres on the Darling River near Wilcannia, Oxley, 50,000 acres at the head of the Macquarie Marshes, Burra, 20,000 acres at Tumbarumba, and in Queensland, Mount Sturgeon, 706 sq. miles near Hughenden, and Oban, 1100 sq. miles at Dajarra. Although he had country homes at Bathurst and Forbes, the family lived at 'Welbeck', Strathfield, until 1942, and then at Roseville Chase. His favourite property was 'Manna Park', near Condobolin, and that was the address when his Bentley, B230FV, was delivered.

USED ROLLS ROYCE AND BENTLEY CARS BOUGHT AND SOLD

## GEORGE SEVENOAKS

501 PACIFIC HIGHWAY, CROW'S NEST, N.S.W.

No 300

Received from \_\_\_\_\_ 19\_\_\_\_

of \_\_\_\_\_

the sum of \_\_\_\_\_

being for \_\_\_\_\_ Pounds

Reg. No. \_\_\_\_\_ Engine No. \_\_\_\_\_

By Cheque £. \_\_\_\_\_ By Cash £. \_\_\_\_\_

By Trade Allowance \_\_\_\_\_

Balance Owing £. \_\_\_\_\_

a total selling price of £. \_\_\_\_\_ making in all \_\_\_\_\_

**The above vehicle is guaranteed Free of all Debt**

Sold with all faults, if any. Models not guaranteed. Payment to be made before delivery. No goods delivered until cheque is cleared. Until clearance of cheque property in car does not pass from us and Purchaser shall be deemed to hold it as trustee only.

GEORGE SEVENOAKS, per \_\_\_\_\_

43328  
ALS.051

No 1

25-3-55

The Rev Father Brown  
Bentley

John Howard

Bentley Silver Dawn 1950 MARK VI

AKN-877

3000-0-0

B115F

B115F

3000-0-0

George Sevenoaks

above: George Sevenoaks' showroom at Crows Nest, Sydney, with a Rolls-Royce 20/25 h.p. behind a Silver Dawn. Rolls-Royce historians are dismayed that there is no hyphen in the signage! [Rolls-Royce and Bentley in the Sunburnt Country' page 358]

far left: Copy from George Sevenoaks' receipt book.

left: Copy of the receipt for the Bentley purchased by Father Brown.