

From the Sir Henry Royce Foundation

SHRF - Queensland Activities:

Over the past six months or so, The Foundation's activities in Queensland have escalated substantially. In recognition of this escalation, the Trustees decided, at their recent meeting in Queensland, to give quite specific designations to the activities at Geebung and Coolum.

The Geebung activities are to be known as The Sir Henry Royce Foundation – Geebung Museum. The Coolum activities are to be known as The Sir Henry Royce Foundation – Coolum Showroom.

This reflects the quite distinct activities at Geebung and Coolum. Geebung is essentially a "museum" where Rolls-Royce and Bentley historical material is "curated, interpreted and exhibited". Coolum is essentially a "showroom" where Rolls-Royce and Bentley technology is "preserved and exhibited" in more of a "showroom" environment.

Both the Geebung Museum and the Coolum Showroom are an important public face for The Foundation. The Trustees congratulate Barry and Ann Sparks (Geebung) and Frank Carroll (Coolum) on the progress they have made with the development of these facilities.

Geebung Museum:

"The Eagle has landed". A new addition at Geebung is a Rolls-Royce "Eagle" diesel engine. This engine is on permanent loan and has been restored by the Geebung volunteer group since being rescued from its former home in a paddock. The "Eagle" range was a modified version of the "C" range of diesel engines and was for specific use in heavy vehicles. The engines were six cylinder in-line, capacity 740 cu. in. (12.17 litres) with 8 psi turbo fuel injection and were a monobloc cylinder head and crankcase (block) with replaceable wet liners. Power output was 190 BHP (140Kw) at 1800 rpm. Overall weight was 2450 lbs plus Turbo weight of 120 lbs.

The Geebung volunteers have done an excellent job on the preparation of this interesting engine. It is well worth a visit to the Museum to hear its story.

A recent donation to the Geebung Museum was a ten-shelf compactus unit. The compactus will be of significant benefit for the filing/storage of the extensive collection of documentation held at Geebung.

Barry and Ann Sparks had in place an extensive programme of events and visits that, unfortunately, have had to be postponed due to the restrictions arising from COVID-19. The Trustees urge Members to support these activities when the restrictions on public gatherings are lifted.

Donations of material for The Foundation's "Archive".

Recently, the following have made donations to The Foundation's principal archive at Bill Allsep House of a wide variety of interesting documentation and artefacts: Fred English, Eric Henderson and Kim Stapleton.

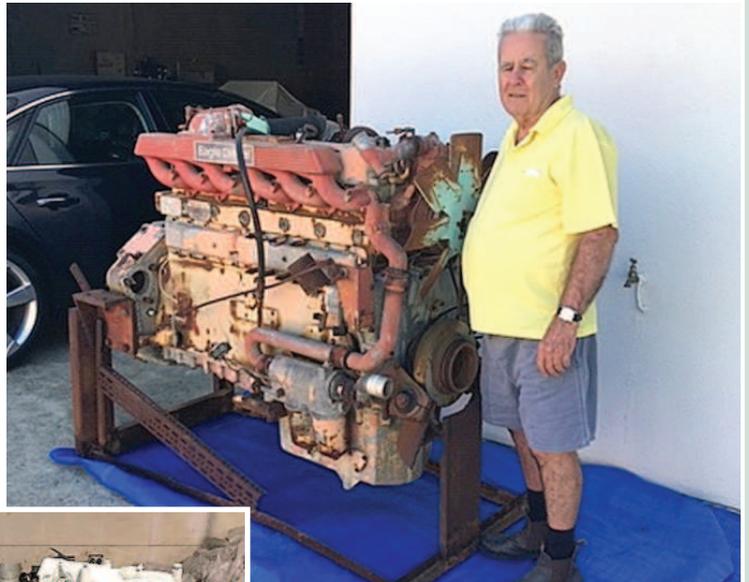
A special mention must be made of the donation by Trustee Eric Henderson. Eric has presented to The Foundation a collection of 116 items of Rolls-Royce and Bentley material ranging from books to magazines and brochures. – an important addition to the "Archive". Donations such as this have resulted in The Foundation being the principal repository of Rolls-Royce and Bentley historical and research material in Australia.

If you have spare material relating to Australia's automotive history or are 'downsizing' please remember that The Foundation "Archive" is the logical repository for this valuable documentation and artefacts.

right: The Rolls-Royce "Eagle" 12.2 litre diesel truck engine on delivery to the Geebung Museum, seen here being welcomed by Barrie Sparks before restoration.

below: The "Eagle" fully sandblasted during restoration.

below right and bottom: The "Eagle" engine, now restored is on permanent loan to the Foundation at Geebung.



The 2019 F J English Photographic Award:

An announcement concerning the winner of these Award will be made in the next edition of Præclarvm.

Russell Rolls,
Chairman of Trustees



left: Percy Markham, Founding President of the Western Australian Branch of RROCA brought this 1925 20hp Windovers open-drive limousine, GLK62 to the Mildura Rally in 1968. It was originally imported for J C Simmons of 'Nareeb Estate' in Toorak. In 1964 the 20hp was bought by Campbell Hughston and later Terry Bruce. Percy Markham acquired it in the 1960s to add to his significant car collection in Perth. The car was shipped to Mildura in 1968 when Percy made a successful bid to hold the 1969 Federal Rally in Perth. WA members Andrew Brownell (left) and Bob Lambkin (right) accompanied Percy. Most of Percy Markham's collection was donated to the WA Museum. Following a change in policy the collection was sold with this car going to Kelvin Ferris of Perth.



left: Victoria Branch member Alexander Tolmer (right) owned this 1965 SCIII SHS225 saloon when he joined the Club in that year. It was so immaculate that he won the Silver Cloud trophy at Mildura in 1965 and again in 1968. He also owned a 1951 Silver Wraith WOF49 which won the Victorian Branch Post-War Rolls-Royce trophy in 1973 and again in 1976. The Silver Cloud was later owned by Charlie Pirota, Bruce Terry, and John Gordon and is currently registered to Bob Brewer in Victoria.



above: Newly wed Russell and Heather Rolls drove this 1939 Wraith WMB38 to Mildura to attend the Rally. This car is quite rare being one of only three produced by James Young with body design No 4564. It was originally owned by Mrs L H Gault in UK and was imported to Australia in the late 1950s. Russell and Heather moved to UK in 1969 and WMB38 was stored. After returning he began a total restoration of WMB38 which is nearing completion. Russell is a Past-President of the Victoria Branch and later served three terms as Federal President. He is currently Chairman of the Sir Henry Royce Foundation.

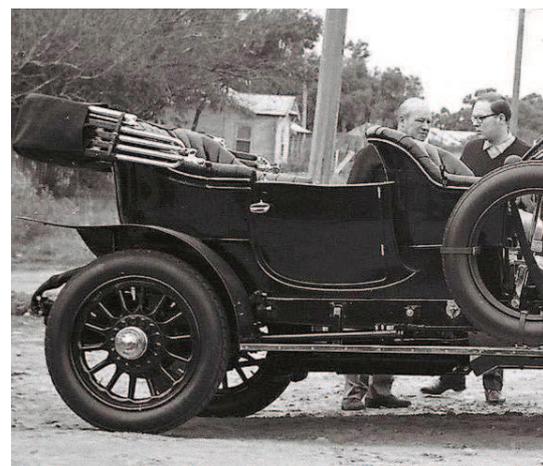
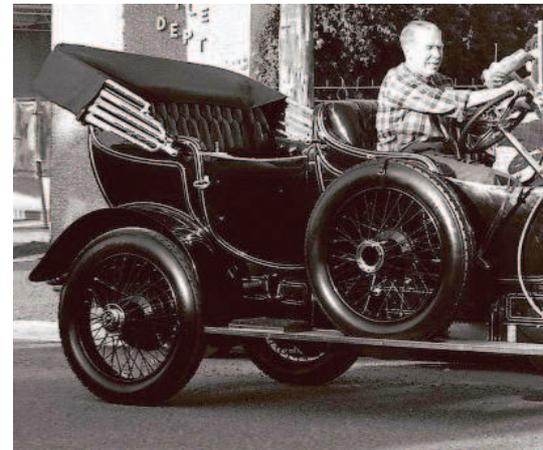
right: This 1910 Silver Ghost 1388 with replica Barker Tulip Tonneau won the Overall, Age & Authenticity and Silver Ghost trophies at the 1968 Mildura Rally for its proud owner-restorer Laurie Vinnal of Adelaide. Its first owner was Thomas E Barr Smith of Adelaide when it carried an elegant landaulette body by Salmons. It passed to his grandson, Jim Gosse, who entered it in a veteran car run from Adelaide to Glenelg in 1934. After a couple of owners in the Barossa Valley the Angas family bought it and used it as a farm hack until 1946 when it was sold to a farmer on Kangaroo Island. Laurie Vinnal rescued it in 1958 and restored it using sections of bodywork from a variety of other cars. His son David sold 1388 to Bill and Jacqui Hall in Sydney.

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

Only three Federal Rallies have been held in Mildura by the South Australian Branch in an effort to attract members. I have attended the latter two and I have selected a few cars which attracted me. Would members wishing to contact me please note my address: 1000 Rd, Vic 3124 or giralda@iinet.net.au



above: Parked in front of the Grand Hotel in Mildura is this Salamanca cabriolet coachwork which had been fashioned in the 1920s. The car was originally imported into Victoria by the Stamp of Melbourne. The car was originally imported into Victoria with close-coupled saloon by Supreme in the 1930s. It passed to Wally Vears in July 1959 for £10. In 1982 John Stamp sold it to Bob Brewer in about 1998 and the car is currently registered to Bob Brewer in Victoria.



Foundation Archives Photographs from the Collection

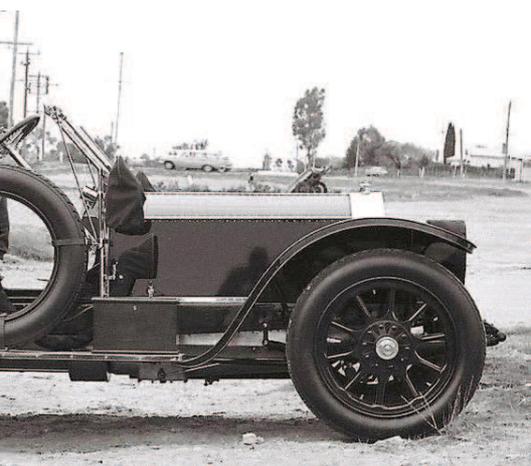
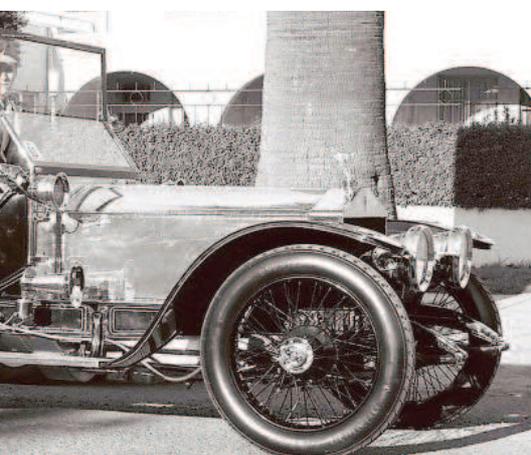
HLM, Hon. Archivist SHRF

...dura (1962, 1965 and 1968) each being organised
...act support from the Eastern States. Fred English
...representative examples to illustrate some of the
...ted his attention.

...my new address: 23/450 Camberwell Rd, Camberwell
...lph@bigond.net.au



...June 1965 was this 1923 Silver Ghost 20HG with replica
...ply-wood during the preceding year by its then owner John
...ictoria for Ernest M Michaelis as a tourer but was later fitted
...d through a succession of owners before being purchased by
...o St John Herbert in Canberra and he moved to Queensland
...s no longer in our Register.



above: H J Mulliner of Chiswick, London produced a number of striking designs in the Post-War period and this 1954 LWB Silver Wraith CLW10 was amongst the most striking. It had been imported to Brisbane for W J Park of New Farm and subsequent owners were; Dr J Heath and Ralph H Samuel in Melbourne and later Raymond C Neely, Frank Close and his son Paul Close in NSW. It last appeared in RROCA Register in 2005.



above: The car on the right is a 1909 Silver Ghost 60922 owned by Harry Markoff of Melbourne. SA pastoralist, Charles H Angas, took delivery of it new in UK and spent some time there before shipping it to Adelaide. He named it 'Silver Dawn'. It had numerous owners in NSW until 1963 when purchased by Fred Miller Robinson in Melbourne and fitted with wire wheels. Harry Markoff then restored the car and had Horner of Melbourne build this landaulette body. It won the ladies Choice Award at Mildura in 1965 and three years later was sold to R C Adams in USA and it has since been rebodied. The car on the left is a 1914 Silver Ghost 40YB which was owned Victorian member James D Cooper. It was formerly owned by Mrs Walter Hall in Sydney before being sold to F G Connibere in Melbourne where a saloon body was fitted. It passed through more owners, was rebodied and used as a taxi in the 1930s. Jim Cooper bought it in 1958 and it was he who restored the car. It was sold to a collector in USA in 1971.

left: In 1964 Eric Rainsford of Adelaide found this 1912 Silver Ghost 1853E on a farm at Cobdogla in SA where it had been converted to a tractor. It was originally imported as a Hooper tourer for Sol Green, the legendary Melbourne bookmaker. In 1914 he gave it to the Army for use as an ambulance in the Middle East. When it was returned in 1919 he had a Martin & King roadster body fitted. It had a succession of owners in Victoria and SA and finished up with a Mr Cook at Cobdogla. Eric Rainsford created this replica Edwardian tourer and entered it in the 1967 RROCA Rally in Albury where it won the Overall Concours trophy. It has more recently been rebodied by Roger Fry & Sons for Peter Moran of Sydney.

below: At the time of the Rally this Silver Cloud III SCX819 was owned by Victorian member Owen Bailey. It was one of at least 15 'proper cars' he owned after joining the RROCA in 1961. There were 2555 Silver Cloud IIIs built of which a few hundred bore coach-built bodies. They had a 6300cc V8 engine and a very robust boxed section cruciform chassis. The SC range was superseded by the chassis-less Silver Shadow in 1965.

