

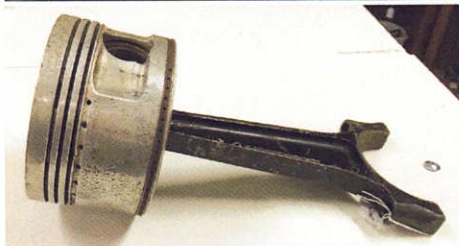
From the Sir Henry Royce Foundation

SHRF – Activities:

The Geebung Museum and the Coolool Showroom continue with normal activities consistent with all social distancing and other hygiene requirements. Unfortunately, the "second wave" COVID-19 outbreak in Victoria has meant that all activities at Bill Allsep House (BAH) remain suspended. It is expected that the BAH volunteer group will be able to resume work towards the end of October.

Geebung Museum:

A feature of the Geebung Museum is a small collection of componentry from the famous Rolls-Royce "Merlin" aero engine. It is generally acknowledged that the "Merlin" was at the leading edge of internal combustion engine technology. The Rolls-Royce engineers were able, over a five-year period, to increase the power of the engine from 1,000 HP to 2,000 HP. The "Hurricane", "Spitfire", "Mustang", "Mosquito" and "Lancaster" owe their reputation, in large part, to the performance and reliability of the "Merlin".



above upper: The "Merlin" con-rod in its original wrappings (from 1954).

above: The "Merlin" piston somewhat bigger and stronger than Phantom II piston.

The "Merlin" connecting rod is brand new in its original wrappings and box (dated 1954). It was purchased from a war disposal shop for £10.00. The piston was donated to The Foundation by a friend of a RROCA (Old Branch) Member. Whilst it is difficult to see from the photographs, these engine components are significantly larger than the equivalent components in Rolls-Royce motor car engines. This is only to be expected with the cubic capacity of the "Merlin" being 27 litres against the Phantom II of just under 8 litres.

It is worth a visit to the Geebung Museum to view all the aero-engine exhibits and to compare the componentry with their automotive equivalents.

Coolool Showroom:

The Showroom remains very busy with a regular stream of visitors.

Weekend visitor numbers can be up to 120 with significant support from local car clubs. That said, the Visitors Book indicates that enthusiasts have come from as far afield

as Glenelg (SA) and Warrnambool (VIC). The local German Bakehouse spreads the word on "Facebook" in conjunction with their "Coffee and Cake" activities. As with both BAH and the Geebung Museum, there is a dedicated band of volunteers who assist with curating the Showroom collection and assisting with the administration on open days.

On a recent weekend there were 160 "collector" cars parked on the forecourt or out in the street. Of particular note was an early Bristol and an early Ford Thunderbird seen in the photos below.



above upper: A 1951 Bristol 401 2-door coupé and above: a LHD, 1957 Ford Thunderbird, both of which attended an open day at the Coolool Showroom.

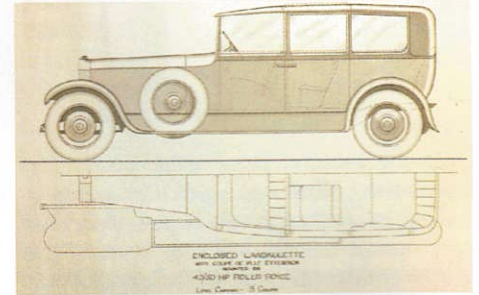
Historic Documentation:

BAH Volunteer and RROC(Vic) 50-year Member John Reis was recently at a swap meet and purchased, on behalf of The Foundation, a letter from Pass & Joyce and an associated Park Ward drawing. The documents, dated in 1928, are an important addition to The Foundation's "Archive" and raise an interesting research conundrum.

Pass & Joyce weren't official Rolls-Royce retailers in 1928, unlike Jack Barclay, for example, but any car retailer could get a chassis for a customer - they simply didn't qualify for as much discount as an official dealer. Pass & Joyce owned James Young at this time but, again, they weren't beholden to them for all their coach-built bodies. So, if J. W. Thompson was an existing customer of Pass & Joyce, or even if he came in off the street, they'd still furnish him with whatever his choice was, in this case a Park Ward body.

The drawing shows Park Ward design 2616 and body 3250. The Park Ward ledger shows that all bodies in this "32" sequence were 1928. But 3250 stands out as a delayed order or a complete replacement because, in the ledger, it is marked as 20/25HP GDP61. It seems that the deal proposed by Pass & Joyce with Thompson did not eventuate. (I would like to acknowledge Tom Clarke for the research undertaken on this documentation).

It is interesting that these documents, of UK origin, were found at a swap meet in



above: The 1928 a letter from Pass & Joyce and an associated Park Ward drawing recently discovered by SHRF volunteer John Reis (Vic).

Australia. It shows that we should all be on the lookout for such material – it is still about.

In this regard I would mention the article by Tom Clarke in this Edition of Præclarvm on page 7893.

Again, archival material of international importance to the history of Rolls-Royce was found somewhat by chance. Tony Johns, a long-time W O Bentley owner and a friend of John Reis was given a photograph of what was thought to be a veteran Silver Ghost. On investigation by Tom it was found to be a previously unknown photograph of one of the rarest surviving Rolls-Royce models, a 1906 30HP. This photograph, from a family album, enabled the tracing of the history of the car from its UK origin to its reappearance in Adelaide in the 1930s.

Perhaps we should all look to our family albums to see if there are more Rolls-Royce and Bentley "hidden treasures".

Foundation Website – Spirit of Ecstasy:

Recent additions to the website – www.henryroycefoundation.com – highlight the background and history of the "Spirit of Ecstasy" or more commonly the "Flying Lady". Under the "Information/Monographs" tab there are two articles detailing the development of the famous mascot. Under the "Information/Videos" tab there is an audio file of a speech by Jo Sykes, the daughter of Charles Sykes, the sculptor who in 1910 designed the mascot at the request of Claude Johnson, the Rolls-Royce Ltd Commercial Managing Director.

The F J English Photographic Award and The Sir Henry Royce Foundation Research Award, both for 2020:

Please see page 7901 of this edition for details of these awards for 2020.

Russell Rolls, Chairman of Trustees