



WINGED MESSENGER

Journal of the Rolls-Royce Owners' Club of Australia - Western Australian Branch

A club for Rolls-Royce and Bentley enthusiasts

Jan-Feb-Mar 2025

Display Day & Concours
Sunday, April 27



Event reports
Japanese Trip Report
A Very Special Hooper
Upcoming events
New car news

Committee



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Membership Application Forms are available from the website.

Join us on Facebook - Rolls-Royce Owners' Club Western Australia

Note new postal address

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Our Website & Facebook Page

Some of our newer Management Committee members have been doing a lot of work behind the scenes to bring the club up to date in the modern technological world.

You may have noticed we are using **Trybooking** for bookings for our events - even those which have no cost to participate in. It gives us accurate details of who's attending an event and any special requests - and where relevant, which cars are coming. It's also useful for events where payments are made.

Our old **website** is no more and the new, easier to use website offers more functionality and presents the club well for prospective members. www.rrocwa.com

Additionally, we have a presence on **Facebook** with news, items of interest, events and more - where you can participate: **Rolls-Royce Owners' Club Western Australia**



Calendar 2025



Note not all of these are official club events, but we list all we can to enable members with concessionally licensed vehicles to participate in their cars. Official club events in **BOLD**. Some may need to change. Full details will be emailed to club members. Event announcements will appear on the club's Facebook page as well. Also check the website www.rrocwa.com

- MARCH 16** Fish & Chips Run, West Perth to Cottesloe Beach
- APRIL** Club Display & Concours d'Elegance, Old Observatory, West Perth. See details below. Lunch must be booked in advance. All Rolls-Royce and Bentley cars welcome.
- MAY 6** 60th Anniversary Lunch. To mark the exact date of our club's establishment, an informal commemorative lunch at the OBH in Cottesloe. Details will be circulated.
- MAY 18** British Car Day - Gingin. We'll have a club area set aside with our new club marquee for shade.
- JUNE 15** Event details to be advised. Keep the date free...
- JULY 5** President's Dinner. New venue, TBA
- JULY 20** Annual General Meeting. Jaguar Car Club rooms, Osborne Park

Classic Cars & Coffee is on the first Sunday of each month at the University of WA in Crawley (except January).



Picnic by the River - January



Club Display & Concours d'Elegance - April



2025 Display Day & Concours

Sunday, April 27 2025, 10am-2pm
The Old Observatory, West Perth



The Rolls-Royce Owners' Club of Western Australia invites you to display your Rolls-Royce or Bentley at our premier annual event, being held at a beautiful location. **Catered lunch is available by pre-booking only, at \$59 per head.** Members can enter cars for judging in the Concours - all Rolls-Royce & Bentley cars are welcomed for display - members and non members. Free to display. Book via this link: TryBooking - www.trybooking.com/DACTB





From the President

We've had some challenges, as members may have read in our recent email.

The sub-committee working on the planning for the 2026 Federal Rally met and a very in-depth discussion took place about the viability of hosting the event in Western Australia.

Concerns included prospective numbers of participants and the resources required to put together a suitable event. Plus other relevant aspects. Some of the regular Committee members who'd also joined the sub-committee had to step down from assisting with the Rally.

It was felt club's human and financial resources and the time which will be necessary to create and run a high standard of event would be stretched too far to achieve a worthwhile result.

After an hour of frank discussion, a vote was taken - with 8 people present - and the unanimous outcome was to not progress with the Rally. Disappointing as this may be, reality must prevail.

I spoke with the Federal President Louise Matthews, who expressed complete understanding and thanked the WA club for advising with a long lead-time.

As Louise said, the club relies on volunteers and their time and ability to commit, so it's understandable.

Sincere thanks to those who have contributed to this project, which disappointingly won't be taking place.

COMMITTEE UPDATES

Peter Mack has stepped down as Trophy Master and we've welcomed Jules Zerko to the Committee. Jules and Stan Stroud have taken on the Trophy Master role. Our sincere thanks to Peter for all his work for the club over the years.

ASTON MARTIN OWNERS CLUB

It was a pleasure to have had an excellent response from the Aston Martin Owners' Club to our Picnic by the River invitation. The array of Aston Martins was as impressive as our own cars... Read about it further in this magazine. Everyone commented very positively and it's our intention to join for a couple of events a year with the AMOC people.



60th ANNIVERSARY

In other important news, in 2025 we celebrate the 60th Anniversary of our club in Western Australia.

We can be proud that our club is one of the oldest marque car clubs in the state.

We will celebrate with a lunch at the OBH (Ocean Beach Hotel) in Cottesloe, the same location on the exact date - May 6th - when the club was established. Details of the event will be circulated.

There is not much in the way of early archival material held by the club unfortunately. It would be great if some of the members who've been in the club the longest have some old photos from the early days they could share. Please contact me.



CLUB STICKERS

We have produced rear window stickers for club members to put on their cars. As well as strengthening a sense of belonging, it's a subtle way to promote the club. To be distributed shortly.

DISPLAY DAY & CONCOURS

Our biggest event of the year is approaching - we hope to have an excellent turnout again this year following the rejuvenated event at the new venue we hosted last year.

Please encourage any non-members you know with appropriate cars to participate. It's a great entree to the club for prospective members.

Paul Blank - President
Rolls-Royce Owners' Club
Western Australia Branch



Events



Picnic by the River

Sunday, January 19

At the end of a warm day this was the perfect event...

We had invited the Aston Martin Owners Club to join us for our Picnic by the River, which, on the Vice President's suggestion, replaced the old Beat the Heat name for the event.

Approximately equal numbers of Aston Martin club members joined ours at the start at Parliament Place West Perth and followed the simple instructions to the destination on the Nedlands river foreshore.

We had booked the space for ourselves, which gave a great area to park up the cars as well as a shady spot for everyone to set up their picnics.

It was very pleasing that RROC and AMOC members mixed-in with each other and many lively discussions took place.

After a brief welcome speech, the President drew the raffle, and it was Gordon Hay who was the winner.

The lineup of cars certainly looked impressive, as the accompanying photos show. The agreed aim is to do more club events together.



Photos: Paul Blank



A Very Special Hooper

Story and photos by Paul Blank



Hooper is one of the most famous names among British coachbuilders having begun in business in 1805. Excelling in their field and becoming a favourite among royalty and the aristocracy, Hooper gained Royal Warrants galore. During the war the BSA company – owner of Daimler – bought Hooper and helped it flourish post-war. Many wonderful coachbuilt Rolls-Royce and Bentley cars wore Hooper bodies, some of them are in our club.

The company struggled after car manufacturers changed from chassis to monocoque construction, greatly reducing demand for special bodies. BSA closed Hooper as a coachbuilder though service elements of the company continued. It did benefit from revitalization and in 1970 was appointed a Rolls-Royce dealer.

But by 1981 Hooper was in severe difficulties, and an Australian businessman Colin Hyams took over, bringing ideas which rejuvenated the company. This was a period when special build cars saw somewhat of a resurgence, with demand in particular from the Middle East.

Hyams, aged 37 at the time, had gone to England chasing a racing career there, in Australia and the USA mainly in Formula 5000 and sports cars. He'd owned some quite special cars including the first Ford GT40 in Australia (which he bought in 1968), a very rare and desirable XKSS Jaguar (bought when he was just 21 years old) and a Lola F5000 which he raced in Australia and the USA. Hyams was well connected and well funded.

Special versions of Rolls-Royce and Bentley cars became a Hooper specialty – limousines, convertibles and coupes made from saloons became the main staples. The company also developed a range of

accessories, like chrome sills, minor conversions such as small rear windows and a wide variety of customised interiors.

Perth Rolls-Royce and Bentley specialist Neil McLean has travelled to the UK frequently for decades and sometimes included visits to the Hooper facilities. In the early 1980s he saw an interesting car under construction, being built for Hyams' wife.

The car was based on a 1967 Rolls-Royce MPW Silver Shadow Fixed Head Coupe (CRH1721), which was effectively the model which later gained the name Corniche. In line with Hooper's specialities, the car was being updated to incorporate the Silver Spirit look and many of that later car's features, which fascinated our man from Perth.

Colin Hyams already owned the car when he took over Hooper, and this was one of the first projects under his ownership.

It became a Herculean task. John Creasy was the Body Shop Manager at Hooper and recalls, "The first work done on the vehicle was done as a rolling restoration before becoming a more extensive conversion to its current shape. It took more than two years to complete."

The front and rear panels were extensively adapted to take Silver Spirit "SZ" lights and bumpers. The guards and boot lid were re-profiled to accept the more modern

shaped parts, which was quite a styling challenge - given blending 1960s and 1980s styling challenges.

Arguably the least successful part of the restyle is the 'Opera Window' at the back. The heavily tinted glass doesn't help the very limited rear vision and the small oval-shaped window just looks out of place. It was probably a useful tool to make the car stand out as something unusual, but it really dates the car today.

John Creasy takes up the story about the light metallic blue colour: "The exterior colour was changed to 'Rochelle Blue'. This was the first time this shade was used and was named after Hyams' wife Rochelle." The colour became a popular Hooper colour.

Inside, a great deal of work was done on the car. The seats were updated and a centre console similar to a Silver Spirit, with many of the later car's internal fitments added.

All the upholstery was renewed in a magnolia colour, and along with the blue dash-top, carpets and over rugs - all carefully colour-coded to complement the exterior.

The car's mechanicals were all updated to SZ type too. The engine was changed from the original 6250cc V8 to a later type 6750cc unit. The old 4-speed Rolls-Royce

transmission was replaced by a GM 400 unit, as used on more modern models.

The front subframe was replaced with new and more compliant front suspension, along with ventilated brake discs. A Silver Spirit rear subframe and axle assembly were installed and a completely new electrical system was fitted.

As you can see, this was a pretty comprehensive upgrade, not just fitting of Silver Spirit styling components to the car.

Looking through the files with the car, a vast amount of small items - seals, clips, mouldings, etc - were used on the job.

Finally, a set of specially commissioned chrome wire wheels were brought in from the USA, costing £5000!

In all and incredible amount of over £400,000 was billed to the car - an astonishing amount then, as it would be today.

Neil McLean had been impressed the level of attention to detail being lavished on the car each time he visited Hooper during its long gestation. But it was some years later when he next saw the car.



Original Hooper publicity photo

He visited a friend, also in the Rolls-Royce business and stashed away on his property was the blue Hooper Corniche, looking somewhat unloved. Neil's friend described the unusual tale of how the car ended up being stored there.

After Mrs Hyams' interest in the car waned it was sold to a Mr F Ogboro, a Nigerian living in London. Wearing personal number plates FO 1, the car was in his possession from about 1985 to 1988 and the Hooper service records with the car show a considerable amount of maintenance work during his ownership.

It appears that Mr Ogboro took a trip home to Nigeria and mysteriously 'disappeared', never returning to his family or possessions in London – the Rolls-Royce included. Thus, for some time it was being 'kept' awaiting a ruling on what to do with the car.

Some years later, on a subsequent trip to England, Neil came across the car again, as if fate kept directing him to it. At this time the car was consigned to a Bonhams auction, and when Neil attended the viewing, long-time auctioneer Malcolm Barber knew Neil was his man. I too, knew Barber, and he was a switched-on operator.

When the Rolls came up, Neil was the successful bidder and not long after, the car was on its way to the Antipodes.

I met John Creasey when he visited Australia in late 2009, and by chance, I was driving the unique Rochelle Blue car on the Brockwell Memorial Run. He fondly remembered it. The car had seen very little use since arriving in Australia. Some of the bodywork was suffering the ravages of time, but the car still drove beautifully. Sometimes older Rolls-Royces get a bit 'loose' feeling, but this car drove very nicely – tight and smooth – belying its 4-decades-plus age.

Neil McLean's experiences with the car were along the lines of John Creasey's recollections of when it



was new “The car was only driven by Colin Hyams or his chauffeur. Whenever this vehicle was out and about, it turned heads”. McLean said “It's something quite different and always has people guessing.”

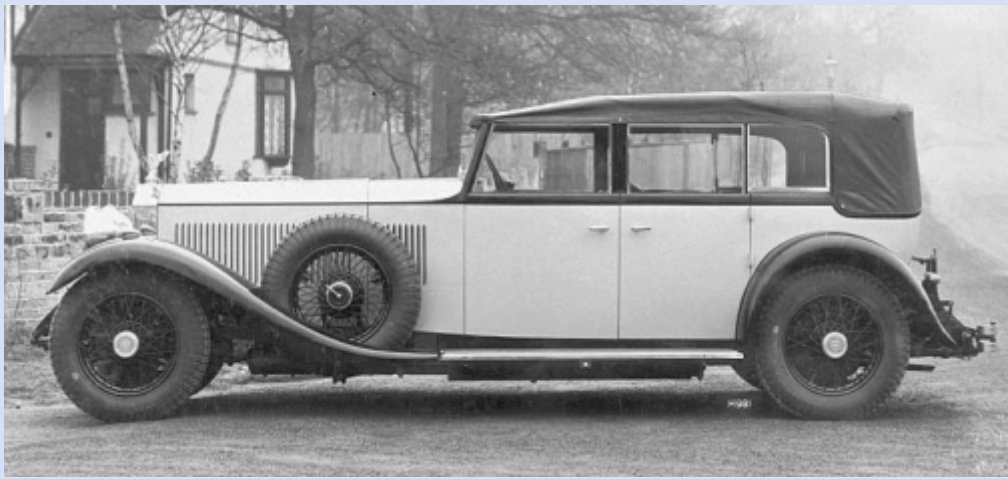
“It's only fitting that this vehicle is now resident in Australia as Mr Hyams was Australian” said Creasy.

This remarkable car was inspiration for a series of Hooper coupes based on Rolls-Royce and Bentley models. Another similar Corniche was also built (without the rear Opera window), in left-hand-drive configuration, based on a 1980 car. It had been owned by Hooper Chairman John Dick. By chance, in 2010 I saw that car at an auction in London.

Later, over a dozen specially built 2-door versions of Silver Spirit and Mulsanne were constructed. These had far more homogenous styling, which helps explain why a couple of dozen were made – and remember these were extremely expensive, rare cars.

Several years ago this car changed hands, moving to a Victorian collector and a slow process of restoration was begun – as yet the car remains unfinished. It will undoubtedly be an impressive car when back on the road and one of the most special, more modern coachbuilt Rolls-Royces ever seen in Australia.





HOOPER

A look at some Hooper coachwork on Rolls-Royce and Bentley cars through the years.

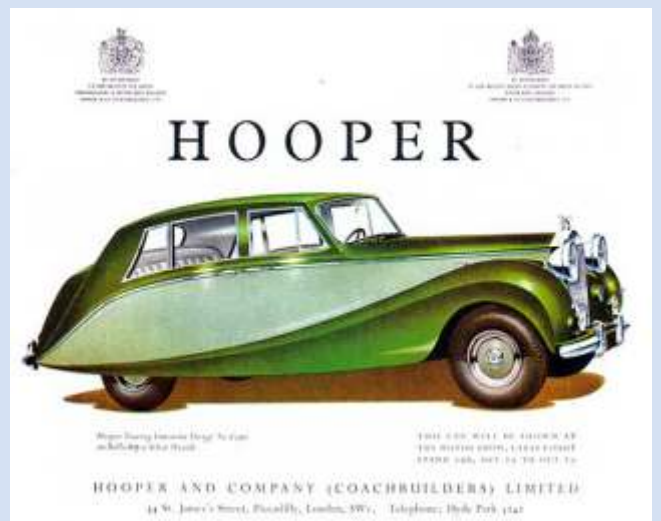
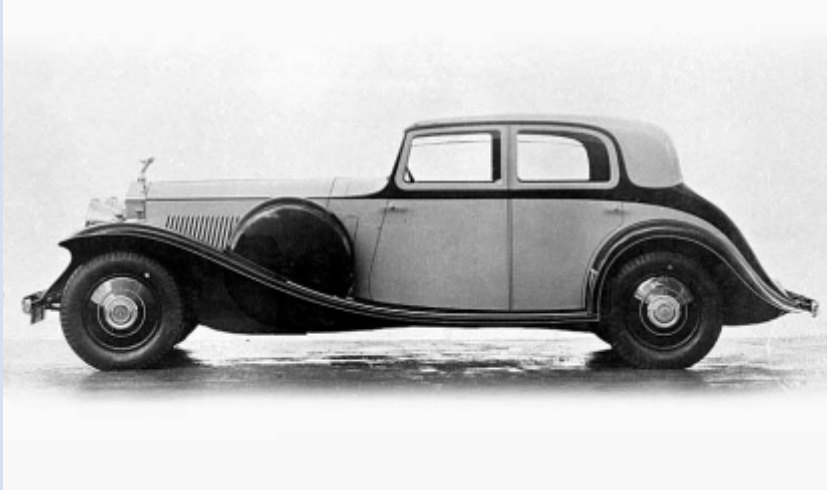
Left: 1932 Rolls Royce Phantom II Open Tourer, delivered new to a British owner living in France.

Below: This Bentley SI based car was the final build by Hooper before the company closed - to be re-opened some years later.

Below: 1959 Silver Cloud with Hooper's "Empress Line" styling, at the end of the line for their fully coachbuilt cars. Similar styling to the Bentley, right.



This Hooper bodied 1933 Phantom II featured in *The Motor* magazine and advertising when new. Many years later it turned up from decades in one family ownership, somewhat worse for wear.



Above: 1952 Hooper Silver Wraith advertisement.

Left: A successful, subtle conversion of a Bentley Turbo to a 2-door coupe, with lengthened doors, from the later Hooper company.

A Tour of Japan with a Bentley MkVI

by Neil Williamson



It started in the manner in which many things do – with a long lunch. At some point the conversation turned to the idea of a motoring holiday of Japan joining fellow Bentley owners from Europe and Asia. I had long harboured the idea of taking my Mk VI on an overseas trip and this sounded the perfect opportunity and so I nervously and tentatively started to prepare B239 GT for her first overseas voyage since she arrived in Australia in 1950 on board the “SS Star of Australia”.

Besides the obvious mechanical preparations there was the shipping to organise, insurances, the carnet de passage and the all-important asbestos check to enable a smooth passage over the Australian ports. In addition permits needed to be applied for to enable the vehicle to be driven in Japan.

With the legal and administrative issues underway, fate was to throw a few

spanners in the works. A slump in the Australian dollar, rise in global oil prices and Houtie Rebels attacking shipping in the Red Sea all pushed up shipping prices to almost double what had been anticipated.

By February 2024, however, B239 GT was handed to the shipping agents for her trip to Japan, via Singapore and South Korea, before arriving in Fukuoka, Japan.

Despite the car having arrived 2 weeks prior to my arrival and documentation being provided to the shipping agents to facilitate customs clearance the car languished at the port. Telephone calls to customs were met with, “perhaps this afternoon” or “tomorrow”, not quite the idea of Japanese efficiency which I was expecting. Finally the afternoon prior to the rally starting the Australian cars were released.

We were the lucky ones, those who had shipped their cars from Europe had to wait another week for their cars to be released and were forced to hitch lifts with those of us who had space in our cars or hire modern cars for the first few days.

Only those who flew their cars from Europe were able to join the small number of Bentleys which departed Fukuoka on April 5th for our 28 day tour



of Japan following the cherry blossom while taking in UNESCO world heritage sights, volcanoes, mountain passes and stunning ocean drives.

Japan had, for the previous few weeks, been suffering from below average temperatures, which fortunately had slowed the pace of the cherry blossom, which meant it was lasting for a little longer than its normal week life span. This meant that for the entire month we marvelled at the blossoms as we motored northwards and enjoyed the spectacle of villagers and towns-people picnicking under the trees. While I was expecting to see cherry blossom, I was also pleasantly surprised by the wild Azaleas, Camellias, and fields of Daffodils and Tulips for the cut flower market. I was also impressed with civic pride shown, in almost every village and town planter boxes were placed at intersections with an impressive array of flowers.

The below average temperatures however were a doubled edged sword as we drove out of Fukuoka it started to rain and as we climbed higher over the mountains the temperature fell and we were enveloped in mist and fog making visibility poor. It was a long gruelling day and the first of many such days which would see us driving mountain roads in low visibility and pouring rain. Our first overnight stop was Bepu and the hot springs were a welcome relief to the wet, weary and bedraggled group that dribbled into the hotel that evening. So shrouded in mist and fog was Bepu that I only learnt 2 months later that every room in our wonderfully appointed hotel had a sea view!

We continued our journey northwards visiting Hiroshima and a tour of the peace park was a sobering experience. The museum dedicated to the dropping and aftermath of the Atomic Bomb in 1945 was very moving - and one, which, like visiting Auschwitz, leaves a lasting imprint on one's memory.

As we made our way to Kyoto, the weather began to improve, however by this stage however many of our party were starting to fall ill due to a combination of the rain and cold, some having to go to hospital while others took whatever tablets they could find to ease the symptoms.

While Kyoto is remembered as the picturesque old capital of Japan for me I will always remember it as the city in which a Japanese policeman, riding a scooter, pulled me over wanting to know "why your car not have Japanese numberplate". An examination of my documentation followed allowing me to continue my journey with the caution "warning, this car may be stopped again due to an incorrect licence plate".

While the policeman was diligently carrying out his duties I counted 12 other cars, from our group, pass us by all with foreign number plates. There is no doubt that Kyoto is a wonderful



city and the two days spent there were a feast of traditional architecture and gardens, but for the majority of our group it was the joy of being reunited with their vehicles which had been released from customs for which it will be remembered.

From Kyoto we journeyed up to the mountains and the roads and scenery reminded me of driving in the Italian Alps, beautiful sweeping bends, although sometimes very narrow mountain tracks and sheer drops without the benefit of safety barriers.





The mountain resorts in which we stayed were reminiscent of European ski lodges and in winter that is exactly what they were, they were well appointed and exceptionally comfortable. Being Spring we were expecting the weather to be cool, but some days it was very cold 2 degrees with a wind chill of -2, I don't think my car has ever run so cool in the 25 years I have owned it.



In many mountain areas there was still snow on the side of the roads and while we avoided the dangers of ice some mountain roads were still closed due to the conditions. No visit to Japan would be complete without seeing Mt Fuji and we were fortunate that the day we were there the fog and mist cleared to give us spectacular views from our hotel at the Mt Fuji Speedway. I was fortunate to join a number of other Bentley drivers in a few laps of the Speedway track where B239 GT managed a respectable 80mph on the home straight. I was conscious not to push her too much as the day before the brakes had been protesting somewhat after descending a very steep mountain. One mountain we negotiated had 47 hairpin bends and we regularly climbed to 1700 metres above sea level.



Our rally ended in Yokohama, however negotiating the con-urbanisation of Yokohama, Kawasaki and Tokyo was not easy, particularly on a Friday afternoon at the start of a long weekend.

Three-level motorways and a one dimension map is, I discovered, a recipe for disaster. However we finally reached the hotel wanting nothing more than a shower and a sleep. It was a challenging, demanding, fun, interesting and at times frustrating adventure. There was sickness, long hard driving days, stunning views, friendships to be made, times when I thought I made a mistake and yet times when I was glad that I made the effort. Over the 28 days we covered over 3,500km and I am pleased to say the only issue I had with the car was a flat tyre while crossing a 17th century wooden bridge.



The new Continental GT extends its trophy cabinet with a trio of prestigious awards in Europe.

A trio of awards for the fourth-generation Continental GT from the readers of key publications in Germany and Switzerland, two significant markets for the brand.

For the fourth time in a row, Continental GT is nominated 'Best Cars' in the luxury import class category of Germany's Auto Motor und Sport poll.

Continental GT is the 'Best Company Car' winner in the luxury import category of renowned German title, Auto Bild.

Continental GT is 'Best Cars' in the luxury class category for the second year running of Auto Illustrierte.

The Bentley Continental GT has reinforced its status as the world's sector-defining Grand Tourer with a trio of coveted awards.

Effortlessly blending supercar performance, handcrafted luxury and everyday usability, the new, fourth-generation Continental GT has claimed two sought-after titles in Germany, and a prestigious award in Switzerland.

Readers of influential Auto Motor und Sport magazine in Germany have been polled for their favourite cars for almost half a century. This year, over 94,000 readers considered a record 462 models in 13 categories, awarding the class-leading Continental GT the 'Best Cars'

title in the luxury import category. The win is the fourth year in a row that the Continental GT has taken the honour, despite strong competition.

At the same time, the Continental GT was nominated by readers of Germany's Auto Bild magazine as winner of the 'Best Company Car' award in the luxury import category.

Finally, Bentley secured a hat-trick of wins when the exquisitely-crafted Continental GT was named 'Best Cars' in the luxury import class category of Swiss magazine, Auto Illustrierte. It is the second-year running the Grand Tourer has been chosen by the magazine's readers.





Speed Six Continuation

Many a Bentley owner's love of the marque begins in childhood, and the owner of the third of twelve Speed Six Continuation Series is no exception. In his case, it was a 'Models of Yesteryear' scale model Blower Bentley, given to him by his uncle, that sparked a lifelong fascination with the pre-war Bentley racing cars.

The owner and his wife enjoy a stable of Crewe-built Bentleys, including a first-generation Continental GT, a motorsports-inspired Continental GT3R, second-generation Continental Supersports and First Edition Bentayga. Pride of place however goes to his Continuation Series 'Blower' 4½ Litre Supercharged and the latest addition, a Continuation Series Speed Six. Not only has he kept that cherished scale model 'Blower' to this day, but it also provided the visual inspiration for his two Bentley Continuation Series cars.

At the workshops of Mulliner Classic, realising a customer's dreams is both their calling and their pride. Continuation Speed Six #3 (of 12) is a case in point; created with meticulous attention to detail to be identical in every respect to the original 1930s works racer, it also features several personal touches in its specification that make it truly individual, from the one-off paint finish to the racing number 3 that it carries on its flank and radiator.

Personal memories and family associations

Both the Continuation Series Speed Six and the Continuation Series Blower are the third of twelve in their series, and the Speed Six also carries the racing number 3. The number that has fond associations for the owner, who played rugby to semi-pro standard, wearing the number 3 jersey, for many years.

Both the Blower and the Speed Six are finished in the same specially blended shade of green, chosen after careful consideration to be mid-way between the light green of the owner's scale model and traditional British Racing Green. The shade was christened 'Embelo Green', taking the first letters of the couple's three daughters. Like the owner's scale model Bentley, his Speed Six Continuation Series' interior is upholstered in red, though the couple chose a more muted shade than that of the toy.

As with all this owner's Bentleys, the Speed Six will be regularly and enthusiastically driven. Accordingly, another special request was for the Mulliner team to provide two exhaust systems with the Speed Six: one unsilenced as the original Speed Six specification, and the other with a silencer for circuits where noise restrictions are required. Bentley Mulliner engineering developed this silencer specifically for the Speed Six Continuation series. Finishing touches include a white patch on the leading edge of the nearside front fender for easier identification when coming into the pits and a hand-painted Union Flag on the driver's side of the car.



A hands-on experience

Commissioning a Continuation Series Bentley is a highly personal process and, like many Mulliner Classic customers, the owner of the #3 Speed Six became a familiar figure in the Crewe workshops. A highly capable craftsman in his own right, he even spent a day working as part of the Mulliner team to fit the period-correct Rexine fabric of his Blower's Weymann-style bodywork. While work commitments meant he was unable to do the same for his Speed Six, he fully intends to use it as W.O. Bentley intended – fast, reliable and capable of impressive performance.

The legendary Speed Six

The Speed Six was introduced in 1928 as a more sporting version of the Bentley 6½ Litre. The engine was modified to liberate more power, with twin SU carburettors, a higher compression ratio and a high-performance camshaft.

182 Speed Six models were built between 1928 and 1930. Two wins at the Le Mans 24 Hour race, in 1929 and 1930, cemented the Speed Six's pre-eminent place in Bentley racing history.

For the Continuation Series Speed Six, Mulliner Classic took two original Speed Sixes as its template: the company's own Speed Six, GU409, and 'Old Number 3', a works Speed Six driven in the 1930 Le Mans 24 Hour race by Sammy Davis and Clive Dunfee. The latter was generously loaned by its owner and gave the Mulliner team invaluable data on dimensions, materials, and components. The Mulliner Classic team is also indebted to the W.O. Bentley Memorial Foundation, which provided 80% of the original drawings and notes used by the team.



From
Rolls-Royce Motor Cars

CONSTRUCTION PHASE BEGINS ON MULTI-MILLION-POUND EXTENSION AT THE HOME OF ROLLS-ROYCE

February 26 2025 - The construction phase of the new £300+ million landmark extension to the Home of Rolls-Royce at Goodwood has begun, with the pouring of the first concrete foundation pads on the site, adjacent to the marque's existing manufacturing facility and global headquarters.

- Construction begins on the new extension to the Home of Rolls-Royce at Goodwood
- First of around 650 concrete foundation pads poured on the north side of the site
- Groundworks already completed, less than a year after granting of planning permission
- New building has been meticulously designed to be entirely sympathetic to its surroundings
- £300+ million project is the largest single investment in Goodwood facility since 2003

Goodwood is the Home of Rolls-Royce in both name and fact, as the only place in the world where Rolls-Royce motor cars are designed and hand-built. The marque is ever mindful of this unique status, and is deeply sensitive to the building's location in the beautiful West Sussex countryside, near the South Downs National Park.

Opened in 2003, the original site was specifically designed to blend into its surroundings. Together with its carefully considered blend of materials, and the largest 'living roof' in the UK, this renders it all but invisible from beyond its boundaries; the extension builds on this legacy. It has been meticulously designed to be sympathetic to the existing building and local landscape, while also reflecting advances in architecture, aesthetics, construction methods and approaches to the environment, conservation and biodiversity over the intervening 22 years.

Rolls-Royce applied for planning permission following an extensive consultation process involving local residents and relevant authorities, agencies, utilities and other stakeholders, supported by expert professional advisors and consultants. Since permission was granted by Chichester District Council in March 2024, progress on the project has been

remarkably swift. The extensive groundworks required, including the landscaped bunds designed to screen the site from view, are well advanced. Planned planting will contribute to a projected 12% biodiversity net-gain.

As well as housing the new Surface Finish Centre, the 40,000 square-metre extension will create much-needed capacity for the marque's rapidly expanding Bespoke activities. These reached record levels in 2024, driven by the substantial growth in client requests for more technically complex, authentically challenging and highly individualised Bespoke commissions, which reach their apex in Coachbuild projects. This growth is itself a direct result of the marque's continued investment in its global network of Private Offices, which has expanded from the original at Goodwood to international luxury centres including Dubai, Shanghai, New York and Seoul.

Rolls-Royce has become a great British manufacturing success story, with over 2,500 people employed on site and supporting a further 7,500 jobs in its wider supply chain. An independent study by the London School of Economics showed the company has added more than £4 billion to the UK economy, and makes an annual contribution in excess of £500 million.



ROLLS-ROYCE MOTOR CARS CULLINAN RECREATION MODULE

Rolls-Royce Cullinan, the world's pre-eminent super-luxury SUV, promises the intrepid owner an unrivalled blend of comfort and capability surmised as 'Effortless, Everywhere'. In addition to conveying its occupants to their destination in absolute serenity, off road or on road, Cullinan offers two unique Bespoke features to ensure that, on arrival, clients are equipped with everything required for their adventure.

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The first is the Recreation Module, a motorised drawer cassette designed to fit securely and invisibly into the luggage compartment floor of Cullinan. At the touch of a button, the Recreation Module slides open to reveal equipment, accessories and paraphernalia personally selected by the motor car's commissioning client, each item ensconced in its own individually tailored container. The Recreation Module can be trimmed to match or contrast with the

the car's interior and exterior colourway according to the commissioning client's preference.

THE LUXURY OF VERSATILITY

The Recreation Module provides 48 litres of space that can be configured precisely to accommodate the customer's requirements. Furthermore, the entire assembly can be removed and stored separately, allowing customers to create Recreation Modules for specific hobbies and applications, from fly fishing, rock climbing, snowboarding or parascending to kite-boarding or base-jumping. For example, a Cullinan client could devise three individual Recreation Modules for shooting, skiing and photography equipment, then select and install the appropriate unit prior to departure.

While the Recreation Module adds enormously to Cullinan's versatility and individuality, it does so without compromising the car's spacious 2,245 mm loading length and boot capacity of up to 1,930 litres.



KING OF THE NIGHT

Rolls-Royce Motor Cars commissioned photographer Mark Riccioni to create a series of innovative and subversive images featuring Black Badge Cullinan, under the cover of darkness, among the distinctive automotive subcultures of Greater Los Angeles. To support the project, the marque developed a personalised Urban Photography Recreation Module, incorporating specialist equipment including a DJI Mavic Mini drone, 12.9-inch Apple iPad Pro and 16-inch Apple MacBook Pro for image capture and editing on location. The Bespoke Collective of Designers, Engineers and Craftspeople also found room for Riccioni's Sennheiser PXC550 MkII noise-cancelling headphones, Persol PO3225-S sunglasses and outerwear from streetwear brand Supreme.

HOSTING SERVICE

To accommodate hosting in even the most rugged locations, the marque developed a permanent Bespoke feature for Cullinan named the Hosting Service. This remarkable marriage of design, craftsmanship and engineering offers a range of accoutrements to create the perfect beverage while enjoying the world's most breathtaking vistas. Suited to hosting up to eight adults, the Hosting Service comes complete with glassware and the utensils for creating a fresh cocktail or a classic gin and tonic for passengers. Elegant highball glasses are adorned with discreet Rolls-Royce monograms whilst wooden chopping boards are made of the highest quality American walnut. Additionally, space is provisioned for a light snack service.

THE BEST SEAT IN THE HOUSE

As well as the Recreation Module, the rear compartment can accommodate a second Bespoke feature, unique to Cullinan, that customers can specify to enhance their explorations. With the tailgate open, a touch of a button deploys the Viewing Suite – two rear-facing sociably arranged seats either side of a retractable cocktail table. The Viewing Suite provides the perfect place in which to relax and reflect on the day's events. Truly the best seat in the house.

Items of Interest



Above: Bentley Perth has had the first shipment of the new Continental GT range arrive in Perth. Very appealing!



Above: At the end of last year online auction company Trading Garage sold this attractive 2008 Phantom Drophead - with just 16,874km - in Victoria for a very reasonable \$340,000.

Below: Online auctioneers Collecting Cars sold this Melbourne 1924 Silver Ghost last month, restored by our own Roger Fry for \$452,500 - a successful second try for this car at auction.



Above: Impressive new Coachwork underway on the ex-Malcolm Richardson chassis which started at last year's Concours at The Old Observatory. Keenly looking forward to seeing the finished car.

If you have anything which might be of interest to fellow club members for this page - or the magazine - please let the Editor know. We're always keen for input from members to keep this publication interesting.



Above: Italian movie star Gina Lollobrigida with her Rolls-Royce Silver Cloud LWB in Italy, 1959.



Hello to all fellow-members of the Rolls-Royce Owners Club

We at Neil McLean Automotives would like to offer our specialist services to all owners of these fine motorcars.

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Having been established here in WA for more than 30 years we are confident we can meet all of your requirements. Please call to discuss how we may assist.

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