



WINGED MESSENGER

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

A club for Rolls-Royce and Bentley enthusiasts

July - Aug - Sept 2025

A beautiful Perth sunset
with Silver Shadow
Image - Paul Blank



60TH
ANNIVERSARY
WESTERN AUSTRALIA



Calendar
Event reports
60 Years of Silver Shadow
Rolls-Royce & Bentley News



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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

CORRESPONDENCE TO:

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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

OCTOBER 12 Classic Cars & Coffee - UWA - instead of usual 1st Sunday

OCTOBER 19 Lunch Run with Aston Martin Owners Club, to Brookton

NOVEMBER 9 Mosman Park Mens Shed Craft Markets & RROC display

NOVEMBER 9 Aquinas Car Show

NOVEMBER 30 Club Christmas Lunch. Canning Bridge Rowing Club

DECEMBER 14 Celebration of the Motorcar Exhibition. New venue
JH Abrahams Reserve, Nedlands Foreshore

2026

JANUARY 18 Picnic by the River, with invitation to Aston Martin Owners Club - Nedlands foreshore

April 19 Display Day & Concours - Old Observatory, West Perth

More club events for the balance of 2026 will be announced shortly. Stay tuned!

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



Celebration of the Motorcar - December 14

- INVITATION -

After our excellent joint riverside picnic in January, the Aston Martin Owners Club has invited the Rolls-Royce Owners Club to a Lunch Run to The Bedford Arms in charming Brookton - on **Sunday, October 19th**.



Meet at Pioneer Village,
7 Albany Hwy, Armadale at 10.30am.
Directions will be distributed on the day.
Please book via Trybooking:
<https://www.trybooking.com/DGBXI>

Let's all make a big effort to attend this!



From the President

Our recent Annual General Meeting was well attended and we saw a few changes to our Committee. Stepping down were Alan Dickson (after many years as Secretary, then finally as a general Committee member), Vice President Gordon Hay and Secretary Natalie Blank. Natalie is staying on the Committee as Webmaster and assisting the new Secretary with certain duties.

Anita Burn has stepped up to take the Secretary's role. We also welcome Barry Fehlberg, a long-time active member who has taken the position of Vice President. And we must be doing something right (many things!), as two past committee members have re-joined this year - Patrica Turner and Peter Mack. Welcome all and thanks to those continuing.

It was pleasing that we easily filled every position. I recently attended another car club's AGM, at which only two committee positions were filled, even with around 350 members - which is quite a problem for that club to overcome... I'm pleased we have sufficient enthusiasm with about 100 club members.

FEEDBACK AND IDEAS

While we have an enthusiastic Committee, we do encourage ideas from club members. These can be broad ranging ideas, but particularly for events which you feel might interest club members.

And we seek original material for this publication. Please speak to any of our Committee members.

I note that a couple of suggestions in the past year have come regarding material about Rolls-Royce's aircraft engine and other non-automotive activities - unaware that there's been no connection between the two companies for many decades - other than the name.



CLUB STICKERS

An interesting chain of events occurred on a Federal level after we introduced our window stickers. The dual-purpose idea of these is to engender a sense of belonging and help promote the club.

It had been suggested that the design infringed rules about the use of Rolls-Royce and Bentley logos together. An investigation was carried out, referencing the agreements (and lack of) which the Club has with the manufacturers, whose brand logos we use.

The outcome was that we are breaching no rules.

Perhaps some of the other states will see the benefits of window stickers and take up the idea...

Any member wanting a club sticker should ask the Treasurer, Richard at one of our events.



NEW MEMBERS

We are keen to encourage new members to join the club. Many of us know owners of Rolls-Royce and Bentley cars who may not be members of let membership lapse years ago. Please encourage them that our club is revitalised and keen.

Printed flyers extolling the virtues of the club are available.

Additionally, you can direct prospective members to our website, which has a tremendous amount of information as well as membership details.

ASTON MARTIN OWNERS CLUB

We decided last year to run a couple of events per year with the Aston Martin Owners Club. This like minded group attended our Picnic by the River early this year in approximately equal numbers to our own. Everyone mixed well.

It's their club's turn to return the invitation with an event scheduled for October. I'm hoping we will get a strong turnout of our membership to this lunch run. See details in the Calendar page.

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

Events



Annual General Meeting

Jaguar Car Club Rooms, Osborne Park
Sunday, July 20

A miserable, wet winter's day had no ill effect on our club's Annual General Meeting in late July.

We had an excellent turnout of members, some of whom we haven't seen for some time. Though the poor weather kept many of the Rolls-Royces and Bentleys at home, Most attended in their SUVs.

Reports from Committee members were sailed through, and the election of new office bearers took place - fortunately with all positions taken, plus a new committee member and two returning having had breaks. Thanks to the outgoing Committee and welcome to the new. Full details can be seen elsewhere in this magazine.



Photos: Paul Blank



It was encouraging to see such enthusiasm and that we easily filled all the positions.

Outgoing Committee member Alan Dickson brought along a large quantity of excess Rolls-Royce books and magazines for members to take if they wished.

Morning tea was enjoyed by all with plenty of chat - followed by a dash to the car in the rain.



Events



Sunday 21 September

One of the best things about belonging to RROCWA would have to be the availability and willing support at the times you really need it!

This morning we arrived promptly at 10am at Parliament Place to meet the other cars and owners participating in a Club Run to The Cut at Dawesville.

After catching up with everyone, we were all set to head off, seatbelts on and looking forward to a pleasant run on a fabulous spring day. Until panic struck! Our lovely Silver Princess had decided to have a hissy fit and would not start. As the first cars were taking off, we sent out the Help signal. Amazingly on cue, member David Payne came immediately to our rescue bearing his brand new portable battery charger. Keen to head off, David and Richard Murphy dispensed with the instruction booklet, ensured my husband Murray was back in the driver's seat and expertly connected the plug to our ailing battery. Success on the first attempt! Off we all drove, no further problems noted. Had it not been for this joint effort, we could still have been sitting in Parliament Place waiting for the RAC. Fortunately the day progressed splendidly. A great 170km (return) run was just what our Silver Princess needed after having spent most of the cold, wet winter in the shed. Thanks all!

Melissa, Events Manager at The Cut had set aside parking for our cars and was out taking photos of our cavalcade as we approached. More photos of the cars with owners sporting new Rolls-Royce caps, were taken by our Events Co-ordinator Germaine Murphy. Soon, after admiring the recent improvements to the entry statement to the Golf Course and Country Club we were ushered to a long table, ordered meals and drinks and spent the rest of the lunch chatting to fellow members,



Run to The Cut Golf Course and Country Club

By Patrica Turner



some of whom we had not seen since the Concours in April. This run brought in members Jason and Anne Maitland with son Bobby from Golden Bay as well as Shane and Julie Atherton with daughter Ella, from Donnybrook. All made for interesting and varied conversation topics.

We appreciated Karen and Kevin Salter sharing a photo album of their recent car trip (not in the Rolls), taking in whale watching in the Great Australian Bight, fabulous

photos of Bunda Cliffs, the Penong Windmills, Coober Pedy and Alice Springs. Thanks also to Kevin for checking Murray's brake lights, and diagnosing the problem as a simple fuse.

As you can see from the photos we had ten proper cars on the Run and 21 proud and happy members at lunch, followed by a beautifully smooth run back to Perth.

Photographs - Germaine Murphy





60 Years of Silver Shadow



“Silver Shadow is a pivotal model in the Rolls-Royce story. It marked a decisive shift away from traditional rolling chassis and coachbuilding to monocoque construction, and was the first Rolls-Royce to be offered only as a complete motor car. At the time of its launch in 1965, Silver Shadow was the most technically advanced motor car in the world, and its underlying design was enormously influential on Rolls-Royce models that followed it. Created by the legendary John Blatchley, it was originally intended to have a 10-year lifespan: in the end, it underpinned models including Silver Spirit and Corniche right up until the late 1990s. Sixty years on, it has become a true modern classic, fondly remembered by those who knew it at the time, and increasingly popular with a new generation of Rolls-Royce enthusiasts, owners and collectors.”

- Andrew Ball, Head of Corporate Relations & Heritage, Rolls-Royce Motor Cars

In February 1954, senior engineers at Rolls-Royce were already thinking about the replacement for Silver Cloud – even though Silver Cloud itself was still being finalised and would not actually be launched until the following year.

The reason was simple; times were changing, and the company could foresee that, in the future, owners would want motor cars that were more compact overall, but not to the point of sacrificing interior space. This was extremely difficult to achieve using the traditional technique of mounting coachbuilt bodywork on a rolling chassis; the construction method used for every Rolls-Royce motor car since 1906. The engineers knew that the answer lay in monocoque construction, where the body and floorpan are integrated into a single ‘unibody’, with the suspension and other mechanical components carried on the front and rear subframes.

Work on the new design began in earnest in 1958, with two experimental models: one with a 126-inch (317.5cm) wheelbase, of which only three were built, and another 6.5 inches (16.51cm) shorter. They soon realised that the smaller version was the way forward and it entered full development under the codename ‘SY’. It was this shorter-wheelbase version that would become the new model, named Silver Shadow, which made its debut in 1965.

Silver Shadow’s broad concept and detailed design were the work of chief styling engineer John Blatchley, who had joined Rolls-Royce in 1940 from coachbuilder Gurney Nutting. His unenviable brief was to produce an up-to-the-minute design that could also remain in production for up to 10 years, to recoup the high tooling costs associated with monocoque construction - and retain the prestigious style associated with the brand.

174 cars at old Brooklands circuit earlier this year



In the year our club was founded an all-new Rolls-Royce was launched



Left: An image from the Western Australian made 1971 movie ‘The Nickel Queen’, where the central character does what most Nickel Millionaires did - bought a Silver Shadow. This is an early car and its registration is not listed today.



Peninsula Hotel fleet, Hong Kong



1. Holden	10. Ford	19. Holden	28. Holden
2. Holden	11. Holden	20. Holden	29. Holden
3. Holden	12. Holden	21. Holden	30. Holden
4. Holden	13. Holden	22. Holden	31. Holden
5. Holden	14. Holden	23. Holden	32. Holden
6. Holden	15. Holden	24. Holden	33. Holden
7. Holden	16. Holden	25. Holden	34. Holden
8. Holden	17. Holden	26. Holden	35. Holden
9. Holden	18. Holden	27. Holden	36. Holden

The biggest wheel in Western Australia

Ask anyone to name just ten words all that is best in West Australia's automotive industry, and they'll answer "Winterbottom Holdings". Without a doubt, Winterbottom Holdings are the biggest automotive organization in Western Australia, and one of the major forces of production. Drawing from the magic Rolls-Royce to the dippy Mini, from the big powerful Dodge and Valiant to the soaring Jaguar E-Type, from the sleek Rover to the spacious Fordy Austin 1000. Trucks, Buses, Mini Vans, Tractors, Industrial engines. A state-wide parts supply service. Two finance companies and a new venture to give Western Australia their free 24-hour insurance plumbing service from radio-controlled Mini Mokes. Winterbottom Holdings - named the Big Wheel in Western Australia.



Winterbottom Holdings Ltd.

Principal Companies for:
 Winterbottom Distributors Pty. Ltd.
 Winterbottom Motors Pty. Ltd.
 Pacific Pty. Ltd.
 Pacific Wholesale Pty. Ltd.
 Winterbottom Finance Corporation Ltd.
 Winterbottom Stores Pty. Ltd.
 Winterbottom Panel & Paint Pty. Ltd.
 Winterbottom (Building) Pty. Ltd.

Winterbottom (Roadside) Pty. Ltd.
 Winterbottom Remolled Pty. Ltd.
 Harper Finance Pty. Ltd.
 Arctic Pty. Ltd.
 G. B. Mair Pty. Ltd.
 Winterbottom Pty. Ltd.
 Isaac Hill Hardware Pty. Ltd.
 also in association with:
 Leyland Western Australian Ltd.
 Leyland Wheel Services (Finance) Ltd.

Perth 1970
 In 2025 only Rolls-Royce, Land Rover and Dodge remain of all these brands. Jaguar technically still exists, but has not made a car in 2025 and probably never will again. MG exists in name, but is a Chinese brand not connected to the original. Gone from this group of brands are Austin, Morris, MG, Triumph, Valiant, Rover, Jensen, Leyland and Hillman.

His task was complicated further by the fact that Silver Shadow was, by some distance, the most technically advanced car in the world at that time. Indeed, it ranked alongside the Silver Ghost and Phantom III – and Ghost in the modern era – as the most radical advance in design in any single Rolls-Royce model.

Although the engine and its Hydramatic four-speed automatic gearbox were carried over from the preceding Silver Cloud III, practically everything else about Silver Shadow was new. The most obvious innovation was the three-box bodyshell which, despite being much smaller, offered increased interior passenger space, a larger fuel tank and greater luggage capacity than Silver Cloud.

Comfort, handling and quietness were also substantially enhanced. This was due to the monocoque body's higher torsional rigidity, and the Vibrashock mountings that isolated the subframes from the bodyshell, reducing noise, vibration and harshness transmitted from the road surface. Other 'firsts' for Rolls-Royce included four-wheel disc brakes, hydraulically operated, self-levelling independent rear suspension, and electrically operated gear-change selector and powered front-seat adjustment.

The designers understood that there would still be a market for a 'more exclusive' version of Silver Shadow. However, since they were not prepared to deviate from the monocoque form that gave the bodyshell its strength and structural integrity, they could not leave this to the few remaining independent coachbuilders. Their solution was to use their own in-house coachbuilders, Mulliner Park Ward Ltd, to assemble and finish bodyshells specially prepared by the suppliers, Pressed Steel Company Ltd. The resulting fixed-head two-door saloon and drophead coupé models were introduced to the public in 1966 - later to be called Corniche.

Further technical changes followed in 1968, when the four-speed Hydramatic gearbox was superseded by the three-speed GM400 with a torque convertor. At the same time, the suspension, which had proved admirably suited to American roads, was stiffened slightly to better reflect European conditions, in what owners everywhere judged a pleasingly excellent solution.

The Belgian author and motoring journalist Paul Frère (1917–2008), who also won the 24 Hours of Le Mans, described one memorable drive in a Silver Shadow. "I did the trip from Brussels to Monaco in one day. It felt strange speeding down the Autoroute at

110 mph with no noise coming from the engine or road, and the air conditioning keeping the temperature inside the car perfect. On reaching Monte Carlo, one impression of the Silver Shadow was dominant. I was fresh, relaxed and not in the least bit tired – a remarkable tribute to a car after having driven 700 miles."

In 1969, Rolls-Royce began offering Silver Shadow in long-wheelbase form, with and without divisions, and mostly with a smaller rear window. These were created by Mulliner Park Ward, who simply cut the standard bodyshells in half and lengthened them by 4.5 inches (11.43cm) to increase rear passenger legroom. And 1970 saw the introduction of the larger 6750cc engine.

By 1977, Silver Shadow had evolved sufficiently to warrant its formal redesignation as Silver Shadow II. This was more of a 'driver's car', with revised suspension settings, rack-and-pinion steering and a cleaner, more efficient exhaust system. All occupants benefitted from improved ergonomics and an advanced split-level air conditioning system, with controls housed in a completely new fascia. These Series II motor cars were easily identified by their large-section black polycarbonate bumpers required by regulators in the United States.

Outside the US, Silver Shadow II sported a full-width front spoiler – which Rolls-Royce termed an ‘anti-lift panel’ – for added straight-line stability at speed. As Series II cars, the long-wheelbase Mulliner Park Ward variants were designated Silver Wraith II.

Silver Shadow was finally replaced in 1980 by Silver Spirit – essentially the same SY floorpan and mechanicals with restyled bodywork and new interior – which remained in production until 1997. The SY design had thus proved so enduringly successful, it served Rolls-Royce for more than three times the 10-year lifespan originally anticipated for it. Eventually Corniche ceased production in 1995.

Some 37,000 Silver Shadows and derivatives were built, making it the most successful design in the company’s history prior to the contemporary Goodwood era. Even today, 60 years on, Silver Shadows can still be seen wafting along Rodeo Drive, Champs-Élysées, New Bond Street and other prestigious haunts in the world’s great cities.

The first Silver Shadow to arrive in Australia went to New South Wales, arriving on February 21st 1966.

In Western Australia, the Silver Shadow and its Bentley TI sibling were available from the start.

The first Silver Shadow delivered in Perth is with one of our club members today.

A boost to sales occurred in 1969-1970 with the Nickel Boom which saw WA become the world’s best selling market per capita for a period.



A Rolls-Royce press car in its natural habitat - London



Silver Shadows



by Barry Fehlberg

WHY DO I OWN AND DRIVE A ROLLS-ROYCE?

I guess the answer for every one of us is different, but here is my story.

In 1971, I was working for Kennecott Exploration as a geologist looking for base metals on Louisa Downs, a prosperous cattle station in the Kimberley region of WA. Our head office was in Adelaide Terrace, near the present day Mines Department office. As part of the public relationship exercise, the station owner, a Mr Lance Schubert, attended our Company office for talks. We had chats, and then he left. I watched as he walked over to his car parked below. It was a brand new, navy-blue Silver Shadow, which just looked magnificent. I thought "Wow, what a car. I would love to own one of these!"

Fifty years later and some 52 cars later, I was marooned at home in 2021 during Covid. The wife and I passed the time watching the complete series of The Crown (I think there are some 50 episodes!). A great and enthralling watch. And guess what you see? The Royals constantly getting in and out of Rolls-Royces – at Buckingham Palace, Sandringham Castle, Balmoral Castle and many others. Watching this fired up my long suppressed Rolls-Royce desire from 1971. "What is out there to fulfill this need?" I mused to myself.

And so I went looking. It was February 2021, a Monday, and I started with carsales.com. Straight away up popped this lovely 1973 Silver Shadow in Silver Mink.

A quick phone call, and an inspection was arranged for the next day. I bought it on sight, subject to a satisfactory mechanical inspection.

My Jaguar people told me to seek Neil McLean's opinion for that purpose. When I rang, he asked for the car's number plate. "Oh yes, that car" he said. "I re-built the engine in 1992". I knew I could rely on his advice.

With some needy repairs and finishing details, the car, bought new by Stan Perron, is now my daily driver. With only four owners and a mere 130,000km on the clock, RR 1973 will be around for a long time yet.



Silver Shadows



My experience of Silver Shadow ownership has been a very positive one.

I've owned many, many interesting cars - thirty different brands of cars and several examples of some makes, including a number from prestige brands - Mercedes-Benz, Jaguar, Maserati, Porsche, BMW, De Tomaso, Daimler and Cadillac among them.

I'd always had a view of experiencing different cars would enrich my automotive knowledge and experience and owning a Rolls-Royce was something I'd long considered. Some of the cars I've owned haven't shaped up to be what I've liked enough so I've moved them on.

One day I was visiting Neil McLean's workshop in Midvale and saw what I thought was a gorgeous looking Silver Shadow, sparkling in Seychelles Blue. I commented that I thought it was a beautiful car and Neil mentioned that the owner wanted to sell... He gave me a positive run-down on the car and two days later I drove away in it.

That was a few months shy of twenty years ago.

The car was one of the Nickel Boom cars sold new in Perth, among a relatively vast number ordered in 1969 and 1970. On doing some homework, sure enough, the first owner was in the mining business. I've traced the subsequent owners and spoke with the son of the second owner, who told me of the time the hubcaps were stolen, which warranted a newspaper article. Interestingly, the car resided on the same road I live on now.

On March 23 2020 - exactly 50 years from the date my car was completed, we held a birthday party for it.

A few years back we shipped the car to Adelaide to participate in the Bay to Birdwood rally, which was a lot of fun.

Through some ups and downs, it's been a joy to own and use - and after two decades of ownership, still provides a great deal of pleasure - just as its maker intended.



Silver Shadows



by Murray Turner



Fifteen years ago I retired from the Tree business I had run for 40 years. I decided to sell my current model Toyota, believing I had done as much bush bashing as I needed to in one life.

The day the Toyota left with a new owner, a mate came around to have a drink and said 'Well, what are you going to do now?' I responded that I had transport, pointing to a Mercedes Sprinter Campervan in which my wife and I had done several trips around Australia. "That won't do you forever." said my mate, "What about a serious car?"

"A serious car?" I queried. "I guess that would have to mean a Rolls-Royce." "Well, if you are serious, we had better start looking for one," he said.



After three weeks searching car markets all around Australia, we found a Silver Shadow II right nearby in Margaret River, which turned out to be an ex-wedding car with several problems, the first being the brakes. However, it was still a Rolls-Royce. I had read up about the Series II and its improvements on the previous model. It was a white car with dark blue upholstery, every bit a Rolls-Royce, right down to its substantial appearance, timber hardware and thin steering wheel.

On the drive back to Perth, I felt very conspicuous, with several people acknowledging the car with a wave or a salute. One evening in St Georges Terrace a young man in a group dressed for an evening out actually kissed the Spirit of Ecstasy on my bonnet while the car was stopped at the lights. Then, much to his friends' delight he theatrically skipped off across the road, leaving us and any onlookers much amused by his antics. I came to realise my Silver Shadow II was, indeed a special car and remains so in our family to this day.



Here's what Australia's *Wheels* magazine had to say after the launch...

Our British correspondent goes driving in the . . .

REMARKABLE ROLLS-ROYCE

AFTER 10½ years of producing the Silver Cloud and Bentley S series, Rolls-Royce has produced an entirely new model, the Silver Shadow, which will also be produced in a Bentley version, the T-type. Design and development of the new model have extended over 10 years and the first prototype went on the road seven years ago. It is smaller than the previous model but more spacious inside, carries more luggage, has quicker acceleration and a high maximum speed.

The demands to be met by the designers were conflicting. In the US, the biggest export market, buyers require a softly-sprung car which is very easy to drive and directionally stable and they are not worried about size. In Britain, and to some extent in Europe, buyers seek more passenger and luggage space in a car which is compact and easy to park and high cornering power is essential. To quote Mr Harry Grylls, director and chief engineer of the Rolls-Royce car division, "They want a car which is bigger inside than outside". But how does Rolls-Royce know all this? Says Mr Grylls, "We know nearly all our owners by name and most of them by their first names". In short, Rolls-Royce has uniquely close contacts with the owners of its cars, who are always welcome visitors at the works at Crewe.

The style evolved for the new car by the company's body designers under J. P. Blatchley is a simple, functional one with no fashion features which could date quickly. The car is 5 ins. lower than the Silver Cloud, 7 ins. shorter and 3½ ins. narrower, but wider inside. The new style gives much better all-round vision and makes the car look long and sleek despite the reduction in overall length. The traditional radiator is of course retained, but much reduced in height and, adds Mr Grylls, "If you look very closely, you will observe that it is slightly curved in plan view as a

concession to the age in which we live."

There is no chassis. The car is a unit structure in steel with light alloy doors, bonnet and boot lid. Mechanical elements are attached to two sub frames underneath. Suspension is all-independent by very broad-based wishbones at the front and by trailing arms at the rear. Coil springs are used, with telescopic dampers running up the centre and the leveling is obtained by hydraulic jacks interposed between the coil springs and the car structure. Oil at a pressure of 2500 psi is supplied by two hydraulic accumulators.

The power steering is improved, requiring still less effort. Disc brakes are adopted for the first time, with triple operating systems for maximum safety. The mechanical brake servo, a feature of Rolls-Royce design for 40 years, has been replaced by hydraulic pressure from the accumulators.

The light alloy V8 engine is fundamentally unchanged, but there are many detail modifications. New cylinder heads give an unspecified increase in power and torque and the plugs are now situated above the exhausts, so that they can be changed without removing the front wheels. This reform is interesting but no longer of great practical importance, as the present plugs have an extremely long life. As frontal area is reduced and the car weighs about 150 lb less than the previous one, there is an appreciable gain in performance. The transmission is the Rolls-Royce 4-speed version of the GM Hydra-Matic, with some important improvements. Gear selection is now by electric servo instead of mechanical linkage and a free-wheel is incorporated in the box to ensure

Newest Rolls-Royce ever: The Silver Shadow.



From Gordon Wilkins

smoother automatic changes between first and second gears.

Special care has been given to protecting the body and mechanical parts against salt corrosion. The lower part of the body is galvanised to a thickness of 0.001 in. and castings are protected with a phenolic resin. Furnishing and equipment of the car reveal the meticulous attention to detail which is characteristic of Rolls-Royce design.

Upholstery is in the highest grade leather and walnut is used for instrument panel and door cappings, but the whole instrument panel is now surrounded by a flexible cushion. Under each front seat is an electric motor with a series of clutches which enable the occupant, by moving one small switch lever to move the seat forwards or backwards, raise or lower it, or tilt it. In addition, the backrests are separately adjustable and there is an adjustable armrest on each door.

A further development of the very advanced Rolls-Royce heater-ventilation system is built into the car. It is now contained entirely within the scuttle and body shell, and no part of it is housed in the wings. Full air conditioning remains an optional extra. There is separate control of cool and warm air to front or rear compartments with adjustable air vents on the fascia, a pull-out air duct below it and fascia controls for servo-operated air and water valves.

The safety and warning devices represent a new step forward. Warning lights show if either hydraulic accumulator fails to provide pressure for the brake circuits, for low fuel level and for low coolant level in the radiator. The radiator level sensing device consists of two gold-plated probes immersed in the coolant. When the coolant level drops below them, the change in electrical resistance between them operates a transistor circuit which switches on the warning light. The usual reminder light for the handbrake also comes on if one of the stoplight bulbs fails. And perhaps most reassuring of all on a fast car, if any fault develops in the headlamp circuit which could put out the headlamps (a faulty dipper switch is one possible cause) a complete reserve headlamp wiring circuit is switched in automatically and provides dipped lamps as long as the headlamp

Bentley version will be called the T-type.

switch is on. A further safety measure is a test button which enables the driver to check that all warning lamps are operative.

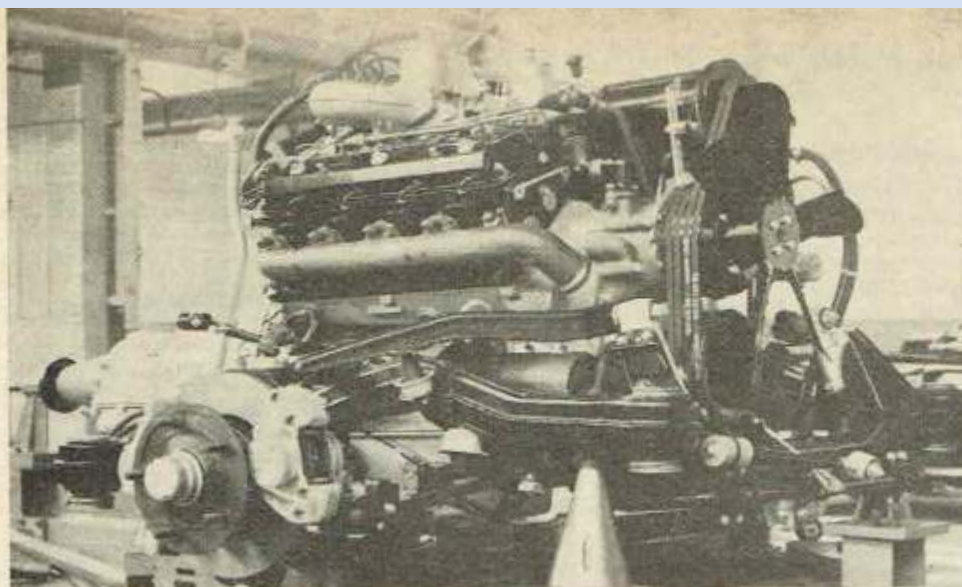
The elaborate and expensive electric servo for gear selection was adopted for several reasons. It eliminates a mechanical linkage which required lubrication and entailed a hole in the floor which could admit noise and draughts. It is very much lighter and easier to use. It also increases safety. The old parking lock, obtained in the Reverse position on the quadrant, engaged two gears simultaneously, but was not completely child-proof. The new one engages it and once the ignition key is removed, reverse will remain engaged until the key is produced. The electrical selector has already stood up to several million gear changes on the test bed, but if any trouble should develop, the driver can remove a small plug on the centre tunnel, insert the tool which removes the wheel discs, and use it as a gear lever to select gears manually.

Mr Grylls summarises the reason for adopting independent rear suspension thus: "Modern standards of comfort demand a very flexible suspension and by the time we had installed all the devices needed to keep a rear axle under full control, we had the complication of independent suspension without the advantages." Anti-dive geometry is used for the front wishbone pivots, and the rear trailing arms also have a strong anti-dive effect under braking, so the car dips very little indeed, under heavy braking.

As the suspension is very flexible and has a static deflection of 12 in., a levelling device was necessary to keep the working angles of the drive shaft joints within reasonable limits. The inner joint is a constant velocity ball and trunnion; the outer a needle-roller Hook-type. Air suspension was rejected because the English climate produces cold, damp air which may cause freezing problems, and because it will not support the car in the event of failure. The hydraulic levelling device works at two speeds. With doors open and ignition on, it adapts itself very quickly. With doors closed and car on the move, the change is very slow — $\frac{1}{2}$ in. in 30 seconds so that the car does not try to compensate for every bump in the road.

One of the high-pressure hydraulic systems feeds one of the calipers on the front brakes and works the height control. The second system works a second caliper on each front brake and provides 42 percent of the braking effort on the rear discs. Finally there is a separate master cylinder which provides 58 percent of the rear braking. And there is also the





Engine and suspension mounted on subframe.

Rear suspension, showing massive trailing arms.

mechanical handbrake working on the rear discs.

A ball valve, sensitive to deceleration, limits the pressure in the rear brake lines to prevent rear wheels locking. As the main braking effort is provided by the hydraulic servo system, the pedal has been made to feel as it did with the old system, but eliminating the slight time lag which was possible with the mechanical servo. Artificial "feel" has also been introduced into the power steering system, which uses a recirculating ball and nut mechanism. The effort required at the rim of the wheel is very small; between 1½ and 3½ lbs.

The mountings which insulate the sub frames from the body are interesting. As rubber did not give sufficient damping, the techniques of rocket design were adopted and the mountings are made of tightly packed metal "wool", like pan scrubbers.

Special precautions have been taken to prevent unwanted movements of the rear subframe which could produce rear-wheel steering. Two long radius arms prevent it twisting in relation to the body, but a slight movement is permitted fore and aft to smooth out acceleration, and there is a hydraulic damper between the body and the cross member of the sub frame.

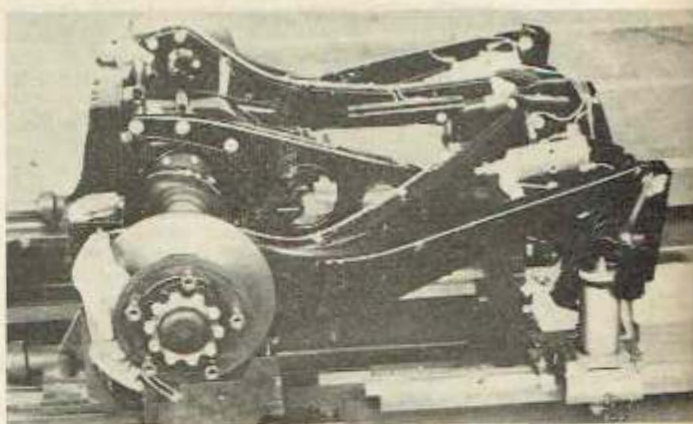
To drive a new Rolls-Royce is both a pleasure and a challenge to the professional critic, for he knows that this is a car as near to perfection as dedicated and patient engineers know how to make it.

Beside the Silver Cloud it looks appreciably smaller, but its sleek functional line quickly "dates" the older one. And although low built it is not excessively so; it is still 4 ins. higher than a Cadillac. The cleanly sculptured lines provide natural demarcations for a variety of two-tone color schemes.

As passengers get in and luggage is loading, the level corrector takes effect almost at once. The electric seat control quickly produces an ideal driving position and all-round vision is excellent. A reassuring feature on the new facia is the traditional Rolls-Royce switchbox, but now connected to a printed wiring circuit.

Everything is planned to take all unnecessary effort out of driving. This probably started many years ago when Dr Llewellyn Smith, managing director of the car division, calculated that in driving his family from Crewe down to Cornwall he had expended as much effort in steering the car as he would have done in lifting a grand piano up a flight of stairs. Now, in gear selection, steering and braking, there is just enough resistance to give the driver the feel of what he is doing, but he does not have to expend any effort; the servoes do it for him.

Finger pressure is enough to swing the wheels from lock to lock even when the car is standing still, and



it is to prevent drivers getting into trouble through inadvertent large wheel movements (during a sneeze for example) that fairly low gearing has been adopted—a little over four turns of the wheel from lock to lock. Cornering fast, the car does not resist by steering reaction or tyre squeal—only a certain amount of body roll reminds the driver of the forces at work. Engine and transmission remain inaudible throughout, and 100 mph is an easy quiet motorway cruising speed. There is no more wind noise than mechanical noise and one can enjoy the fine reproduction from the twin-speaker radio (with electrically extended and retracted aerial) which is standard equipment.

The car is extremely stable and quite unaffected by bumps in the road. The driver has to remind himself that he is on a rough or rutted surface so that he can adjust his cornering speeds and braking distances accordingly. Neither he nor the passengers feel the slightest discomfort. Gear changes are almost imperceptible, even when using the kick-down and especially at low speeds, where there was previously quite a jerk as first gear engaged. Handling is mainly neutral with a certain amount of understeer on the sharper corners and the parking is made much easier by the smaller turning circle of 38 feet. Because of the strong durable seals all round them, the doors still need to be slammed and it was surprising to find an unframed glass in the driving mirror. In general this new model, with its countless design refinements puts Rolls-Royce in the forefront of modern automobile development. The price, at £5425 stg before tax (£5375 for the Bentley version) reflects the much greater complexity of the design. It is an increase of over 16 percent compared with the previous model. #

Silver Shadows in our Club





One plus One: First Batur Convertible by Mulliner

- First production Batur Convertible manufactured in Crewe
- Unique 'One plus One' interior visually separates driver from passenger
- Finished in Opalite with Beluga racing stripe and Mandarin highlights
- Visual drama emphasises performance of 740 bhp W12 powertrain
- Driver 'cockpit' in Beluga black; passenger side in Linen

Design evolved as close co-creation with client Batur Convertible Car Zero on display at Monterey Car Week after dynamic debut at Festival of Speed.

This is the most powerful W12-powered drop-top Grand Tourer in Bentley's history.

The first of the Batur Convertibles has been created by Mulliner, Bentley's in-house bespoke and special projects division. A true one-off, the exterior of the Batur Convertible is finished in Opalite with Beluga and Mandarin highlights. The interior, co-created with the client's detailed input, features a unique 'one plus one' design where the driver's cockpit and passenger accommodation are finished in contrasting but complementary colours.

Created by Mulliner, Bentley's in-house bespoke division and the longest standing coachbuilder in the world, the Batur Convertible is the third car in Mulliner's Coachbuilt family, following the Bacalar barchetta and the Batur coupé.

Strictly limited to a small number of cars, the Batur Convertible retains the most powerful version of Bentley's iconic W12, with a 740 bhp, hand-assembled 6.0-litre twin-turbocharged engine.

Ombre Bentley introduces 'Ombre by Mulliner' - the ultimate paint finish

Over 56 hours required to handcraft 'Ombre' paint scheme. Ombre by Mulliner full body paint fade available in three different colours and now available to order through the global retailer network.

A Continental GT Speed personal commission was first showcase of new technique, unveiled The Quail, A Motorsports Gathering, in California.

Interior of car reflects exterior theme curated through the Mulliner Bespoke Studio.

To achieve the remarkable external finish, the car is sprayed first in the contrast colours to the front and rear of the vehicle.

The blend is then applied in stages using paint that has been tinted using

traditional paint mixing methods to achieve the Ombre effect. This overall fade effect takes two paint technicians approximately 56 hours to apply. This time is required to achieve the correct blend of paint.

Due to the complexity of how the two paints combine, the choice of colours that are available have been specifically curated. This ensures a uniform and gradual transition between the two. Each paint colour behaves differently on application; therefore, the Paint Technician must react to this during the application of the blend. This means each car will be unique but will look perfect to the naked eye.

This car's extraordinary exterior fades Topaz from the front of the car to Windsor Blue at the rear. The fade is most apparent through the centre section of the car, following the angle of the rear haunch line. The 22" wheels also match the body panels they sit within.





100 YEARS OF PHANTOM



From
Rolls-Royce Motor Cars

ROLLS-ROYCE CELEBRATES 100 YEARS OF PHANTOM AT GOODWOOD REVIVAL 2025

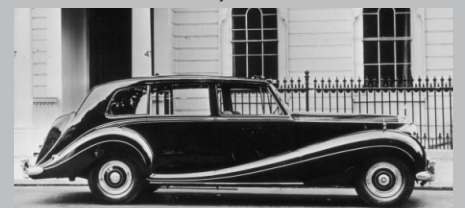
11.09.2025

Rolls-Royce Motor Cars continues its year-long programme marking the centenary of its pinnacle product, the Phantom, at this weekend's Goodwood Revival. The centrepiece of the marque's annual presence at the event will be a display on the Aerodrome Lawn, consisting of five Phantoms representing key moments and developments in the model's 100-year history.

"No motor car has played such a pivotal role in shaping automotive and cultural history as the Rolls-Royce Phantom. Over eight generations spanning 100 years – a remarkable anniversary we're honouring throughout 2025 – it has represented the very best in engineering, comfort and personal expression for its owners, and won admirers around the world. Goodwood Revival – on the doorstep of the Home of Rolls-Royce – is the perfect setting in which to celebrate this extraordinary motor car and its continuing legacy, with five of the most distinctive and historically important Phantoms ever

created on public display. They vividly illustrate the aesthetic, technical and emotional through-lines that connect the original 'New Phantom' created by Henry Royce in 1925 to the highly Bespoke Phantom commissions we bring to life for our clients a century later."

- Andrew Ball, Head of Corporate Relations, Rolls-Royce Motor Cars



Items of Interest



Above: Perth car dealer Sydney Anderson had a yard and petrol station on the city's edge. Their signage proclaimed "We Never Sleep". This photo shows Anderson aboard a sign-written Rolls-Royce, in 1953. The signage presumably refers to the movie Genevieve, which was tremendously popular and is acknowledged as helping kick start interest in vintage cars around the world. While the car was not in the movie, the actual star car later belonged to Paul Terry and was displayed at his Albany Extravaganza for several years. Interestingly, in the 1980s Paul Terry also owned this 1928 Phantom I (40EH).

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.

Below: I had the good fortune to be able to visit Paul Terry's car collection in Albany before he opened the Albany Extravaganza where they were displayed.

It was a very impressive collection, built up over a relatively short period of time, without the financial restrictions that most of us would face. From the 1904 Darracq 'Genevieve' to a Lamborghini Countach (which I was lucky enough to drive), the collection was as broad as it was vast.

Rolls-Royces featured strongly and in this photo I took in the old wool shed are a pair of Australian Vice Regal cars - 1959 Silver Wraiths with 4-door Drophead coachwork - which sadly left our shores after the collection was sold following Terry's untimely death. The collection included a 1920 Silver Ghost, 1928 Phantom I (left) and 1929 Phantom I Tourer, a 1963 Silver Cloud 3 and a 1982 Camargue. - Paul Blank



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Auction Action



1937 Phantom III Limousine with Windovers coachwork
Owned by one family last 75 years
Manor Park Classics auction
6 September 2025
£34,500



1964 Silver Cloud III LWB James Young coachwork
Originally ordered for Viscount Furness
Bonhams, The Beaulieu Sale
6 September 2025
£58,650



1980 Corniche Convertible
First owner for 40 years
Iconic Auctioneers, Silverstone Festival, UK
23 August 2025
£56,250



1934 Phantom II Continental Drophead Sedan Coupe by Gurney Nutting
One of 18 original cars wearing this coachwork
RM Sotheby's, Monterey, USA
16 August 2025
US\$434,000



1965 Silver Cloud III Flying Spur
One of 17 LHD, single lady owner from new until 90 yrs of age
Goodings Christies, Pebble Beach Auction, USA
16 August 2025
US\$291,000



2024 Spectre Custom by Mansory
With \$100,000 factory options + Mansory work
Bonhams, The Quail Auction, Carmel, USA
16 August 2025
US\$450,000

**1965 Rolls-Royce Phantom V James Young
Sedanca De Ville**

British Motor Show car when new
Broad Arrow Auctions, Monterey, US
14 August 2025
US\$156,800



2010 Rolls-Royce Phantom
US\$36,000 of options. So cheap!
Broad Arrow Auctions, Monterey, US
14 August 2025
US\$86,800

1929 Rolls-Royce 20HP All-Weather Tourer, fabric bodywork

Extensively restored, Wemyann fabric body
Brightwells auction, online, UK
6 August 2025
£22,288



**1935 Bentley 3½-Litre Drophead Coupé Coachwork by
James Young**

Recently refurbished
Bonhams, The Beaulieu Sale, Beaulieu, UK
6 September 2025
£46,000

1993 Bentley Turbo R

Perhaps not the best example. Another sold for £1160...
Anglia Car Auctions - Classic Cars, King's Lynn, UK
31 August 2025
£2700!



**1953 Bentley R-Type Continental Fastback by
H.J. Mulliner**

Famous first owner
RM Sotheby's - Monterey, USA
16 August, 2025
US\$918,000



Left: A used Silver Shadow for sale at the Classic Car Centre, Stirling Street, Perth, in June 1975. Photo courtesy State Library WA

FOR SALE:



1994 Bentley Continental R Turbo

In lovely condition throughout, this elegant and powerful Bentley was the most expensive car in the world when new. This is the sole example now in WA. Drives beautifully. **\$99,000 ono**
B7LTR



1935 20/25 Barker Limousine

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1935 RR

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