

SPRING 2020
ISSUE 6



20-GHOST GAZETTE

The oldest Rolls-Royce car club in the world - Australian Chapter



The 20-Ghost Club Australian Chapter Incorporated

The 20-Ghost Club was formed in England in 1949, and the Australian Chapter of the Club was formed in 1992. The Australian Club is an incorporated association registered in New South Wales (INC9886558)

The Club is dedicated to the preservation of pre-1945 Rolls-Royce motor cars. The name of the Club was taken from the legendary 40/50 hp Silver Ghost and its smaller counterpart, the 20 hp model. The Club activities revolve around the early cars including Silver Ghost, 20 hp, Phantom I, II and III, 20/25, 25/30 and Wraith.

Elegibility for membership extends to owners of all pre-1945 Rolls-Royce motorcars.

Club Mailing Address

14 Hoyt Street, Hampton, Victoria 3188, Australia.

Committee and Appointments

President: **Peter Crauford**
e: crauford@bigpond.com
t: 0408 819 980

Vice President: **David Davis**
e: davidgdavis@lycos.com
t: 0409 719 976

Secretary: **Ian Berg**
e: bergathol@gmail.com
t: 0419 364 427

Treasurer: **Bruce Humphries**
e: Bruce@Humphries.com
t: 0407 545 037

Editor: **Ian Berg**
e: bergathol@gmail.com
t: 0419 364 427

Committee: **Andrew Bayley**
e: aobayley@bigpond.net.au
t: 0417 142 779
Rory Poland
e: polandonhigh@optusnet.com.au
t: 0422 163 827

Keith Wherry
e: keithjwherry@gmail.com
t: 0408 282 802

George Blenkhorn
e: gsblenk@bigpond.net.au
t: 0429 139 902

20-Ghost Gazette

The *20-Ghost Gazette* is the journal of The 20-Ghost Club Australian Chapter Inc. Contributions for the *20-Ghost Gazette* are welcome, and should be forwarded to the Editor preferably via email, or posted to the Club's address. When submitting digital photos, please send as JPEG files attached to an email at the highest resolution available. Please do not embed photos within Word documents.

Editorial Policy

Opinions expressed in The *20-Ghost Gazette* are not necessarily those of the Editor, the Club or its Officers. Technical, historical, reference or other information is published in good faith and no responsibility for their accuracy or efficacy is accepted.

The Committee reserves the right to edit or omit any material submitted, including letters to the Editor, for inclusion in the *20-Ghost Gazette*.

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Coming Events

Please note that all events are subject to the status of Covid-19 restrictions,
We will advise confirmation of each event as we are able to.

September 18, 2020	AGM (Zoom meeting) Refer to email correspondence. Enquiries to the Secretary.	
December TBA	Christmas Luncheons Details to be advised.	
March 10 - 24, 2021	National Tour Tasmania email: aobayley@bigpond.net.au	Rally director: Andrew Bayley phone: 0417 142 779
June TBA, 2021	RROC Federal Rally Mildura Accompanying tour TBA.	
September TBA, 2021	National Tour Mt Gambier, SA email: polandonhigh@optusnet.com.au	Rally director: Rory Poland phone: 0422 163 827
June TBA, 2022	RROC Federal Rally Canberra Accompanying tour TBA.	
2022	20hp Centenary Tour TBA	



Above: While we Victorians are in lockdown and cannot take our collector cars out for a run, those interstate have more flexible lockdown rules. John Witts (20hp, chassis 76A7) and Will Kirkby (Silver Ghost, chassis 56NE) recently had a drive out to John's home 'Munargo' at Collarenebri, New South Wales.

Opposite page: Sol Green was a bookmaker and a philanthropist in Melbourne in the early part of last century. He was involved in many charities for children, and for the poor. Green's preferred car was a Rolls-Royce and he owned a number of them over his lifetime. He was also a great patriot. See article on page 12.

Front Cover: Some wonderful photos of one of the oldest Rolls-Royce cars to have arrived in Australia, have recently surfaced. The car, 1906 30hp chassis 26355, is pictured sometime in the 1920s in Victoria, having been fitted with replacement bodywork to that of its original build. Please see more on page 10.

Editorial

The year 2020 has certainly been a weird one, and probably most of us would think best assigned to the trash bin. Covid-19 has put the lawnmower through the calendar for many of us, with interruptions to work, and curtailed or cancelled travel plans. Unfortunately for many people, it has meant much more and much worse.

The majority of 20-Ghost Club events have been cancelled or postponed this year, and those of us in Victoria are just hopeful of getting the cars out sometime in spring or at least by summer. If you are lucky enough to be in a state where the restrictions are not as severe, then by all means get out and enjoy yourself with your proper car. And if you do, please send some suitable photos to me so they can be included in the *20-Ghost Gazette*.

We have scheduled the Club Christmas lunches but of course these are entirely dependent on the lifting of restrictions. Andrew Bayley is planning the Tasmania tour in March next year, and if it is half as good as the tour that we enjoyed in 2016, it will be fabulous. We are looking forward to it, but once again are subject to

the restrictions expected to be in force at the time, and reasonable planning timing. The committee will make a call on this soon.

In the meantime, we have the Annual General Meeting coming up on September 18. This will be via Zoom, and email invitations have been issued together with all associated material including financials, proxy forms, nomination forms and reports. If you would like to contribute to the Club in some way, please do put your hand up for a committee position. It is not onerous. Committee meetings typically are held no more than four times a year and in the future most will likely be via Zoom. Hence there will be no need to travel and there is more potential for interstate membership!

Our member communications are through the *20-Ghost Gazette*, but we are also issuing weekly emails. These are particularly important during a time when we are not able to tour the way we would want to. We have had excellent feedback on these email communications. If you come across interesting online or other material that you think would be worth distributing, please do forward it to me.

Please also find enclosed an addendum to the 70th Anniversary history book.

Ian Berg, Editor and Secretary

New Members



Michael Henningsen, with Graham Sherlock from Adelaide have recently joined the Club. Michael owns a Phantom III, chassis 3CM137, a 1937 Hooper bodied limousine. We welcome Michael and Graham, and look forward to seeing them on a run, post-lockdown!

Tasmanian Tour

March 10-24, 2021

Due to the Covid-19 restrictions this event is in doubt. It is subject to borders being open and the governments allowing the go-ahead.

We will require the numbers of those who are seriously interested in coming on the tour. Hence, we are asking for expressions of interest by October 16.

The Committee will then make a decision regarding the tour in October, after your expressions of interest have been considered.

If you are considering, or intending to attend our Tasmanian tour please contact Andrew Bayley on 0417142779 or aobayley@bigpond.net.au



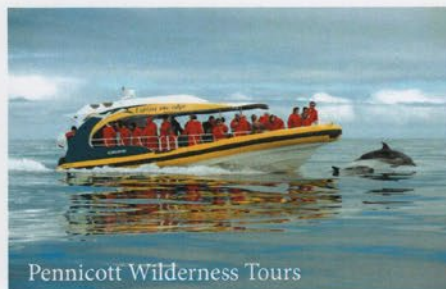
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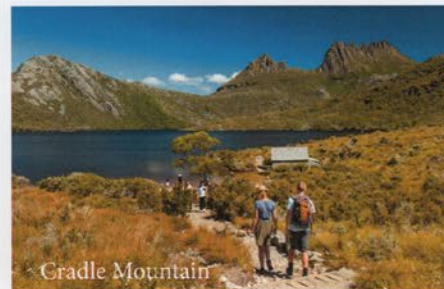
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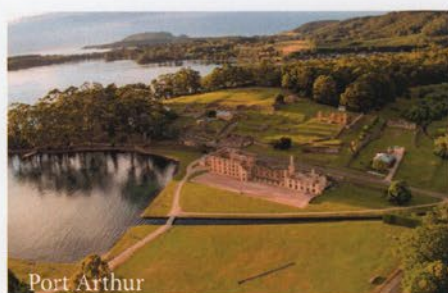
Tasman Island



Pennicott Wilderness Tours



Cradle Mountain



Port Arthur

This is an opportunity for a 14 day **island holiday** as part of the 20 Ghost Club 2021 National Tour.

Following sealed roads only, you will tour into the Wilderness World Heritage Area, down East Coast Drive with its spectacular coastal scenery, to the Tasman Peninsula and over the highlands Lake District to Deloraine.

You will visit heritage homes and gardens, take a boat tour around Tasman Island and experience Tasmania's iconic wilderness and wildlife.

The tour is booked to enjoy top quality accommodation, including at Cradle Mountain, the world renowned Lost Farm gold resort, Stewarts Bat Lodge near Port Arthur and the Grand Chancellor on Hobart's waterfront.

Tasmania is renowned for its fine food and wine and this tour takes in some of its best.

Four nights based on Hobart's bustling waterfront gives you time to explore the city and join the day trips to local regional highlights.

The tour is limited to 20 cars so expressions of interest are invited early.

See you there.

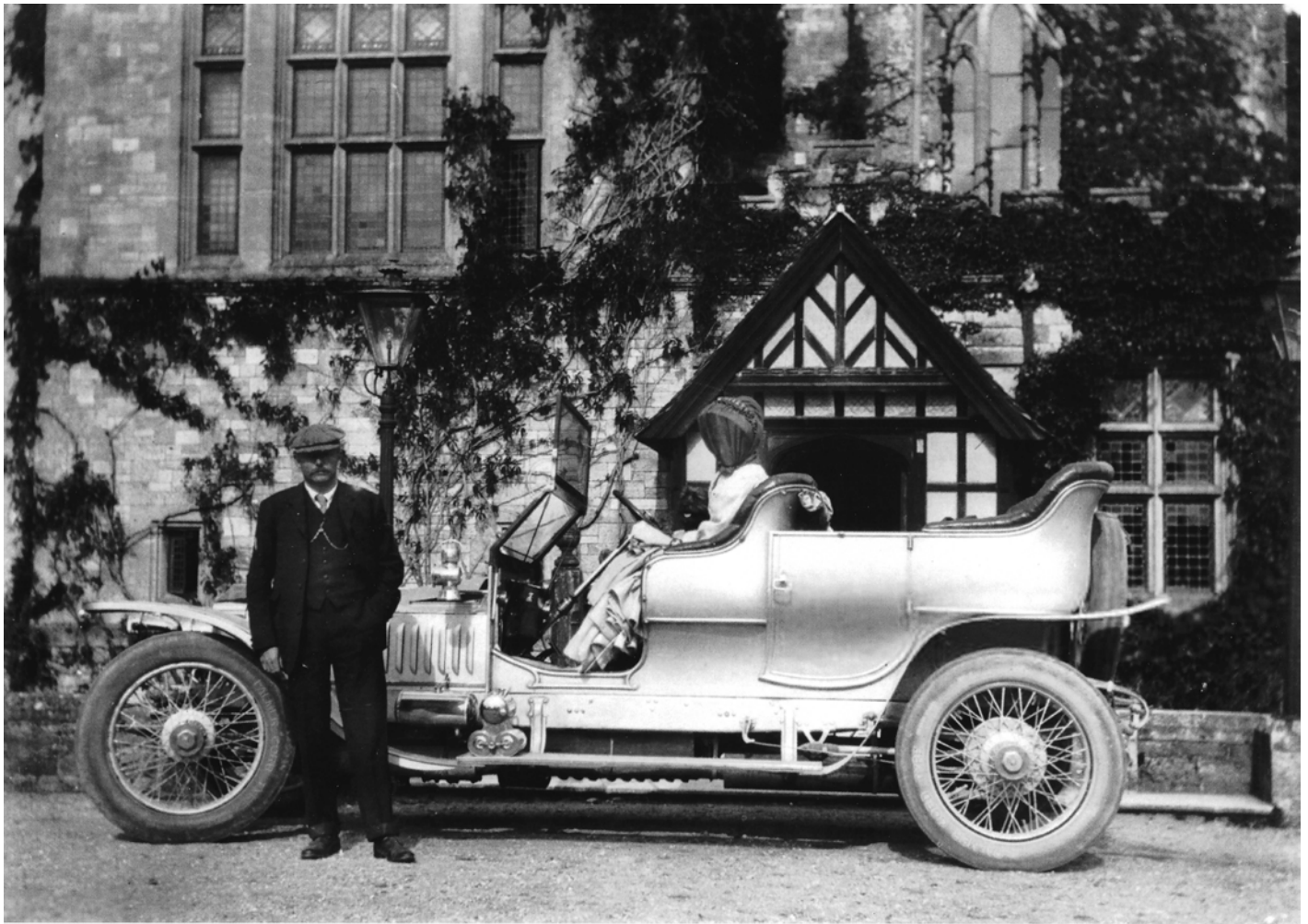


Fine Tasmanian Fare

Tour organisers - Andrew and Marg Bayley 0417 142 779

The White Ghost

By Ian Berg



Lord Montagu is pictured at his home, Palace House. This is now the location of the National Motor Museum at Beaulieu, New Forest in the UK.

Pictured is a rather special 1908, 70hp Rolls-Royce, chassis number 60726 with Barker Roi-des-Belges body. The photograph is taken in front of the entrance of Lord Montagu's residence in Beaulieu. The car was Claude Johnson's trials car, named 'WHITE GHOST' and registered R-521. You will notice the elevated 'hatch' at the rear of the bonnet which was a feature of the 70hp chassis.

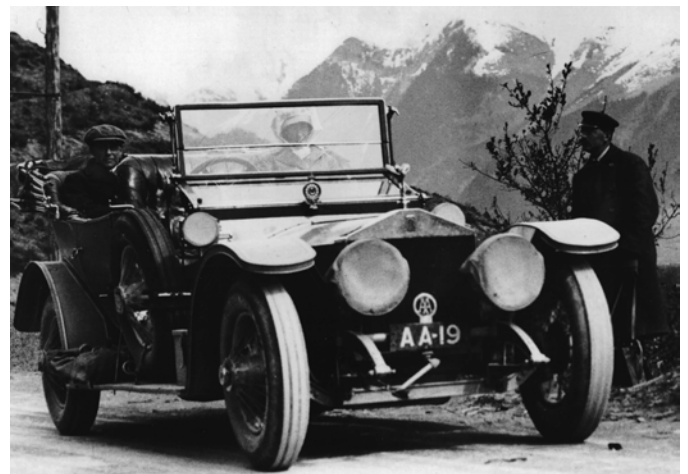
Lord Montagu must have been impressed with the WHITE GHOST because he ordered a 70hp chassis, number 60751 for his personal use. This was also fitted with a Barker Roi-des-Belges, and was named 'DRAGON FLY'. His next purchase was chassis 1404 which is also pictured. Montagu can be seen in both photographs and his chauffeur, Teddy Stephens is wearing the cap in the photo 'by the alps'.

John Fasal has in his possession the original nameplate from the WHITE GHOST, which came from the custodianship of the eminent collector and founder member of the 20-Ghost Club, the late Stanley Sears.

While neither of the two 70hp chassis survive, chassis 1404, a 1910 model came to Australia in early 1926. It fell into disrepair with parts dispersed throughout Queensland and New South Wales. The car has recently been restored by member Ian Irwin.



The original plate from the WHITE GHOST. (John Fasal)



Lord Montagu in the rear of chassis 1404. This car is fitted with the famous 'Spirit of Ecstasy' mascot. Montagu had been commissioned to engage an artist to design the mascot, which was subsequently fitted to all Rolls-Royce cars.

Rebodying A 20hp Rolls-Royce

By David Davis

The prospect of rebodging a motor car is something which is exciting but is much more complex than imagined. When I bought 42G1 in 1959, I had no thoughts of rebuilding the car. It was what it was, a revamp of a 1920s saloon in the style of the 1930s. I bought it for everyday transport, it was a Rolls-Royce, the body wasn't an issue. That didn't register until I had to deal with its decline. Loss of its history was a factor as was the cost of renovation, however it soon became clear that money spent on the existing body would be wasted.

Contemplating the options, the mind ran wild. Flared guards, sporting tourer, roadster, coupe. Books were scoured and options considered. The Twenty chassis does not lend itself to unusual designs because of its configuration. While the early Twentys had a relatively low radiator, the bonnet line is quite high as is the instrument board and steering column and as the body is mounted on the top of the chassis, the waist line will be high too to provide adequate protection. The wheel base is long for the size of the chassis so it became clear that a design that was conventional was to be preferred.

The chassis cards for 42G1 described it as a tourer so that was a significant influence as was the need to substantially reduce the overall weight of the car. The ideal was 83K5, a Smith & Waddington Tourer. A Smith & Waddington body from a 1924 Essex was bought of which the two seats and the four doors were used. Starting with a bare chassis was an awful realisation of the enormity of the job ahead. Alterations required which I managed myself advised by Adrian Garrett, included moving the wheel arches to accommodate the longer wheel base, bearers to clear the rear axle and a rebuild of the Twenty's scuttle to line up the front doors. The alterations left little panelling so I covered the frame in fabric. Mudguards and hood irons were obtained and were fitted by tradesmen together with valances and running boards. The time taken to return the car to the road was three months and it sufficed for another three years until 1966 when Don Appleby at York Motors told me that the body was falling to pieces. My framework alterations had not stood the test. What to do? Bert Ward put me in touch with Bob Molyneux who

had worked at Smith & Waddington in the 1920s. Bob wasn't interested until I called on him with the Twenty and a photo of 83K5. He told me to have the upholstery taken out and the body stripped. Bob rebuilt the frame entirely. I then drove the car in frame to Newtown where Jim Elliott came out of retirement to panel the scuttle. He made it out of 100 separate hand worked pieces, welded together blending the bonnet to the instrument board and door line. Bob, then reskinned the rest of the body. He applied panels to the framework and welded them in place without flux to a flush fit with little need for finishing. He made a pattern for the windscreen pillars, had castings made and polished, made up the frame to hold the glass then fitted the whole to the scuttle. The car was painted, the upholstery replaced, a new hood and curtains made and the car pressed back into service. The work that went into the car demonstrates the skills of those men.

Over time further information comes to hand which lead to improvements. The car is the seventeenth Twenty in the production run. One of my aims has been to return it to its early appearance. The opportunity to achieve that has been taken when the effects of use and time have had to be addressed. Such work included reforming the front guards, the fitment of the original Lucas Lighting set with brackets, mudguard supports and wiring to suit. New rear guards have been made and fitted. The hood irons have been replaced to obtain a truer shape when the hood needed a remake. I was rather pleased to hear that a visiting knowledgeable identity commented that 42G1 was one of the most original Twentys he had seen.



Chassis 42G1 as purchased by David Davis in 1959.



The car has been driven extensively by David and Claire since restoration, and is seen here at the 2014 RROC Hunter Valley Rally.(Brian Carson)

My Involvement With Prewar Cars And The Phantom I

By Andrew Bayley

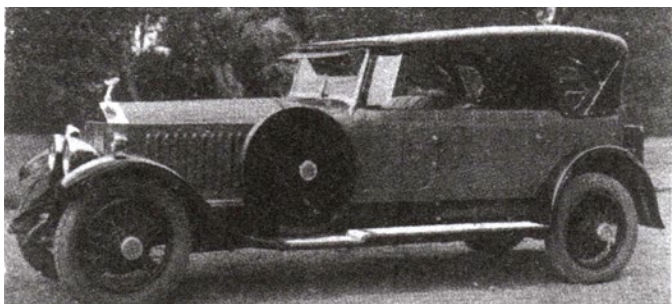
My interest in vintage and post vintage Cars began before 1993. In November of that year I purchased a 1925 T Model Ford in which we enjoyed many outings and many unique and amusing experiences with the Tasmanian Vintage Car Club.

The other cars I purchased before the Phantom I were a 1928 Chevrolet Tourer and a 1931 Chevrolet Roadster, which I sold, both in excellent condition, to purchase a 1934 Railton Tourer. This was bought at a Shannons auction in Melbourne and fuelled my interest for bigger and better cars. The Railton was sold to buy the Phantom II in 2014.

Then the 1926 Phantom I, 96LC came up for sale in a Bonhams auction in Sydney on behalf of Monty Schofield of Brisbane. I purchased that car in 2006. When they tried to start the car for delivery to Melbourne it was discovered that the starter shaft was bent, so it was trucked straight down to Simon Elliott at Derby Works. There it was repaired and the body rejuvenated as it is today.

This long chassis car 96LC E/N TC65 came off test in March 1926, and arrived in Sydney as a chassis, soon to be fitted with a Smith & Waddington Tourer body. Via Dalgety it was purchased by HL Askey, an hotelier in Sydney, on November 4, 1926.

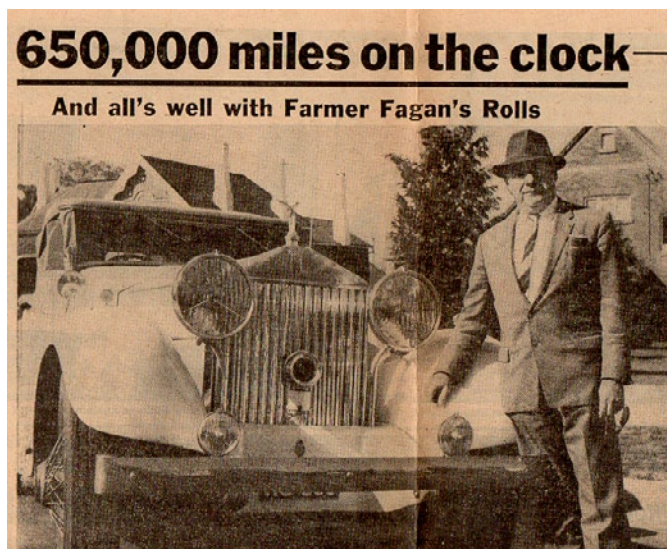
In 1929 it was sold to JB Davies of Sydney, but was bought back by Askey after a few months. In 1929 Askey substituted the original body for a Jackson Jones & Collins saloon body



Chassis 96LC when new.

The car was purchased by Frank Hedger of Sydney in 1932 then sold to CA Anderson a grazier, in 1938. Anderson, (the grandfather of John Anderson, former deputy PM of Australia) re bodied the car in 1939 with the Martin and King custom built 2 seater Roadster body which remains today.

In 1947 the car was purchased by William (Bill) K Fagan of 'Sunnyridge' Mandurama NSW. Fred Maybury of Queensland bought it in 1967 and Monty Schofield of Brisbane acquired it as a neglected vehicle in 1990. The car had been stored in The Ice Works in Fortitude Valley for many years. Monty restored the car over a few years before selling it via auction to me in 2006. It already had acquired the nickname of 'Fat Bob.' The Phantom I is featured on page 100 of the second edition of *James Flood Book of Early Motoring* during the 20 years of Bill Fagan's ownership.



The Daily Mirror featured Bill Fagan and the Phantom in April of 1966.



Chassis 96LC as found in the Ice Works factory in 1990.

On page 182 of *Rolls-Royce and Bentley in the Sunburnt Country*, it is featured with the original Smith & Waddington body.

At the RROC 2010 Federal Rally the car was awarded the Australian Coachwork Trophy. There is a photo in *Preclarvm*, April 10, 2010 page 5634.

Six months after purchasing 96LC I received a call from Roger Fry with the offer of Con Keogh's 1921 Silver Ghost Tourer 106AG. Marg and I flew to Perth and purchased the car instructing Roger to do whatever was necessary to bring it up to top condition.

In 1980 106AG was found in Los Angeles, California for Con Keogh by Roger Fry. It was owned by funeral director, Bob Lingo. Con flew to the US to purchase it. At that time it had a Woodhall-Nicholson hearse body. After arriving back in Perth Roger Fry replaced the hearse body with a London-Edinburgh body as it is today. The hearse coachwork was sold to the late Robert Shannon of Shannons Auctions.



Chassis 106AG as offered for sale in 1980.



The car, now fitted with a London to Edinburgh style body.

In 2008, I encouraged Roger and Christine to join us in the 20 Ghost Tasmanian tour and we shared in the driving of the Ghost and the Phantom I.

The New Zealand Wholly Ghost Tour was in November 2010/11 and we shipped the Ghost to the North Island for the first part of the tour. The cars were stored over Christmas and we flew back in February 2011, after the earthquake, to begin the tour of the South Island. On the tour there were Ghosts from UK, USA, Portugal, New Zealand and Australia.

Roger Fry purchased the Phantom II 98WJ in the early 1980s for Con Keogh, from Saginaw, Michigan USA for US\$22,000. This I now own. It had an HJ Mulliner sedan with Weymann coachwork. In 2008 Val Keogh sold 98WJ to Nathan Clements of Perth who did a complete motor rebuild.



Phantom II, chassis 98WJ as purchased with Weyman coachwork.

It was this purchase by me from Nathan Clements in 2013 that added the last RR to my small stable. Roger Fry was again commissioned by me to remove the old body and replace it with a three position drophead coupe. This was the 56th rebody that Roger had done. The old body was sold to Paul Lukes of Paradise Gardens NSW.

Both these cars, the Ghost and Phantom II, were coincidentally bought by Con Keogh, both rebodied by Roger Fry and now live together in my garage with the Phantom I.

Our latest acquisition is a 1957 Jaguar XK150 drophead coupe.

Since joining the 20-Ghost Club in 2006 Marg and I have participated in all the 20-Ghost National Rallies except Mudgee as we were in New Zealand on the 'Wholly Ghost Tour'. We have thoroughly enjoyed every experience, made many lovely friends and look forward to much more future motoring with the 20-Ghost Club.



Roger Fry created a spectacular drophead coupe body for Andrew on chassis 98WJ.

Photo Discovery - Chassis 26355

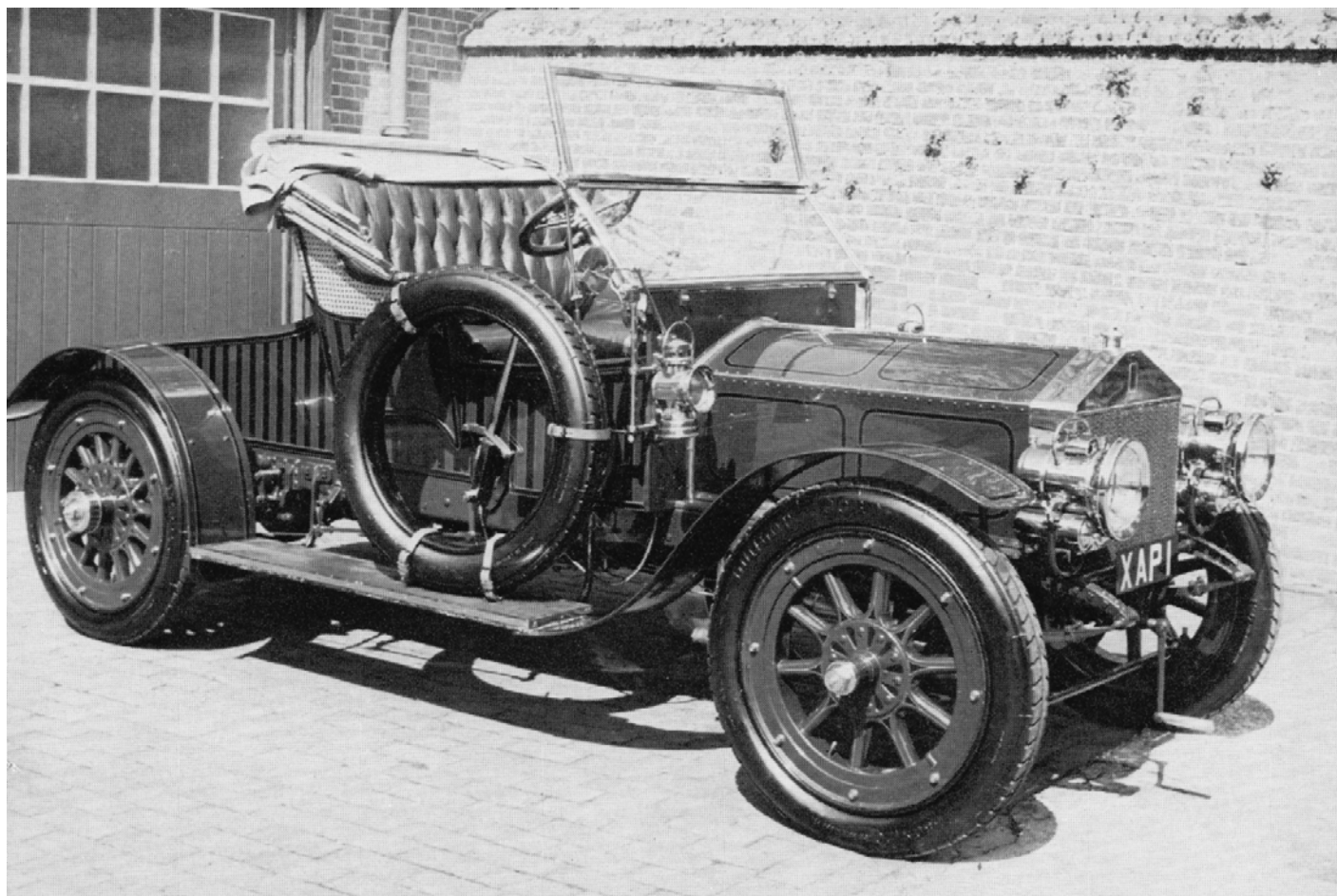
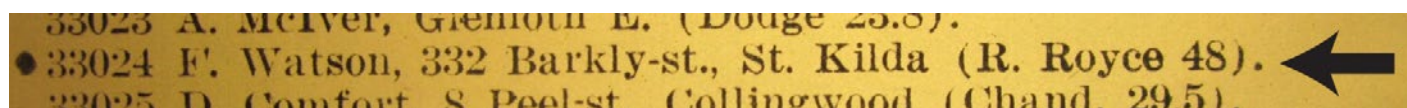
By Ian Berg

The intriguing photo on the front cover and the one on the right have recently come from the family album of Nigel Tait of Melbourne. The car predates the Silver Ghost, based the chassis features, the prominent hubs, the forward mounted tie-rod and the steering wheel and fittings. These were features of the 20hp and 30hp cars of 1906-07. The registration number is Victorian, and records from the *The Australian Automobile Trade Journal* of 1922 show it was registered to F Watson of 322 Barkly Street St Kilda. The registration records also indicate the car is 48hp, which does not reflect a Rolls-Royce designation.

The car is actually a 1906 30hp, chassis 26355, and the newly surfaced photos were taken following the installation of updated single seater bodywork. In the 1936 photograph on page 11, the same front mudguards, bonnet and scuttle, can be seen. The car was subsequently discovered in 1956, in a derelict condition by Gavin Sandford-Morgan, and

left Australian shores two years later. The late Stanley Sears, a founding member and first president of the 20-Ghost Club restored the car, and the photo below shows it following restoration.

Photo and registration records provided courtesy of Graeme Jarrett of the Veteran Car Club of Australia (Vic). With thanks to Nigel Tait for agreement to publish the photographs, and to Tom Clarke for identifying the car as chassis 26355.



In 1974 Christie's auctions sold the car, and promoted the auction with this postcard. At one time chassis 26355 was also owned by the late Millard Newman, a well known Rolls-Royce collector in the US.



As photographed in South Australia in 1936, on a very early veteran rally. The car's condition had deteriorated since the earlier photo. (SCCSA)

Photo Discovery - Chassis 60568

By Ian Berg



This photograph is believed to show 1907 chassis 60568 which was the first Silver Ghost sold in New Zealand. It was sold new to WG Stead of Kaiapoi, near Christchurch.

Later it was purchased by Rink Taxis also of Christchurch. Rink also operated in Timaru for a time during the 1920s and the Rolls-Royce was known to have spent time there.

The photograph was taken in Timaru, when apparently being used for a visiting dignitary. The car was fitted with a Barker landaulette body. Of interest is that the mudguards appear to be leather, and the tyres may also be white or grey which is typical of the veteran era.

Photo courtesy of Alan Meredith.

Australian Patriots, Part One - Sol Green

By Ian Berg

The first Melbourne Motor Exhibition was held in 1912. The Automobile Club of Victoria (later the Royal Automobile Club of Victoria) proposed an exhibition exclusively dedicated exclusively to motor vehicles. Up until then, most of the larger motor agencies in Melbourne had displayed cars at the Royal Agricultural Show held at Flemington in September. Motorcar and motorcycle displays were held there as far back as 1904, and a number of the motor agents had elaborate pavilions. The Automobile Club however was keen to run a stand-alone motor exhibition, just as Sydney had hosted one in October of the previous year. The first ever was to be held at the magnificent Exhibition Building in Carlton.

Originally planned for the Easter period, the exhibition date had to be changed as set up time would have proved inadequate following a prior event. It was then rescheduled for a week in September, a controversial date as it conflicted with the Royal Agricultural Show. But the prevailing view was that with so many families traditionally coming to Melbourne for the Agricultural Show, there would surely be more visitors to the Motor Exhibition. The event would run until 10pm each night, and exhibitors expected to make full use of the available electric lighting in the building to maximise the impact of their displays.

The Motor Exhibition was opened by Governor Sir David Fuller on Sunday 31 August 1912, and it ran through to the following Saturday. It attracted 250 cars, representing 89 manufacturers. A majority of the industry was represented, including many parts and accessory suppliers. Most of the motor vehicles present had local coachwork however a number of fully imported cars were also shown, including some of the newly fashionable closed car models. Motor agents who were represented included the big agents and



Seen in the final stages of preparation for the 1912 Motor Exhibition is the stand of James Flood & Co, James Flood was a prominent Melbourne based coachbuilder. (SLV)



The Jas A Munro & Co stand had a number of cars, most of which were fitted with Munro coachwork. Cars on display ranged from the 8/9hp Clement Bayard to a 12/15hp Mors, another French make for which Munro had the agency. (Jas A Munro archives)

coach-builders like James Flood, Tarrant's, Dalgety's and Jas A Munro. All up there were 40 exhibitors at the Motor Exhibition. The Vacuum Oil Company even had a display of pioneering automobiles including a 1900 Locomobile, an 1899 Mors 'dogcart' and the Melbourne produced Thomson steam car that had been run from Bathurst to Melbourne in a trial in 1900. The Kellow Motor Company, who were agents for various American and European cars including Rolls-Royce and Napier, had a large display immediately under the big dome.

Punch magazine had a special exhibition supplement and described the Kellow Motor Company's stand in some detail. It showcased many cars including Talbot, Wolseley, Renault, Minerva, Flanders, EMF, and also Albion lorries. Highest praise however was reserved for the 40/50hp Rolls-Royce (chassis 1853E), the only Rolls-Royce at the exhibition. The car was fitted with a seven-seated touring body. *Punch* commented particularly on the electric lights and dynamo as well as a retractable cigar lighter fitted to the dashboard. Coachwork was reported as a body of their own design. More than 36,000 people visited the exhibition, and it was estimated that over £30,000 of sales were made during the week, most vehicles on display finding new owners. The Automobile Club was elated with the success of the exhibition and, given the exhibition brought in a £1000 profit there was enthusiasm for future events. It was not to be however. The next Melbourne Motor Exhibition was not held until 1925.

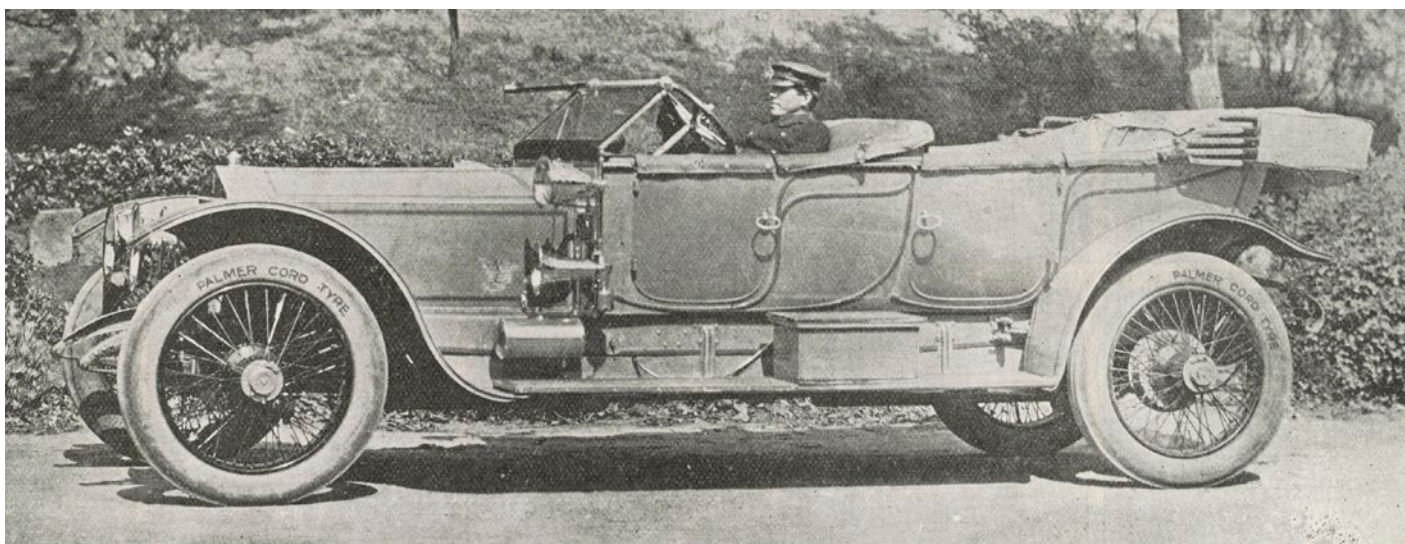
Rolls-Royce, chassis 1853E was built to the order of Solomon (Sol) Green, a well known Melbourne bookmaker. He took possession following the exhibition. Green was a successful man. Having arrived in Australia in 1883 aged 15, he started buying and selling goods on the street. By 1897 he became a bookmaker and did well, although is thought to have made and lost a few fortunes during his career. With his winnings he invested in real estate and pastoral property. He also bred racehorses, and in 1910 his

'Comedy King' won the Melbourne Cup. Green had a penchant for Rolls-Royce cars. Through Kellow Motor Company he ordered his Rolls-Royce at a cost of £1,759. It is the car that features in the header of our Club emails to members. He used it for a number of years running up to the Great War. At one point in 1915 the car rolled over when a tyre burst for no obvious reason. The accident was fortunately at low speed and nobody was hurt.

Green gave, or loaned the car to the Army as part of the patriotic drives for the war effort, and it was used as an ambulance in the Middle East. Following the war the car was returned to him and he had the car rebodied as a roadster. He parted with it in 1919. This car exists today and is well documented in *Sunburnt Country*. It passed through numerous hands and ended its service life as a tractor. Eric Rainsford recovered the car in a derelict state in 1964 in South Australia. He restored it with a self-built body in the style of Roi-des-Belges. Rainsford toured extensively in Australia in the car, and also visited the UK in 1977 for the RREC Silver Jubilee Parade of Silver Ghosts. The car is now owned by Peter Moran who is having it rebodied by Roger Fry.



Chassis 1853E pictured in front of Sol Green's residence. (SLNSW)



Sol Green's 40/50hp was photographed in the Melbourne *Punch* Magazine in September, 1912 with his chauffeur. *Punch* Sept 5, 1912. (SLV)

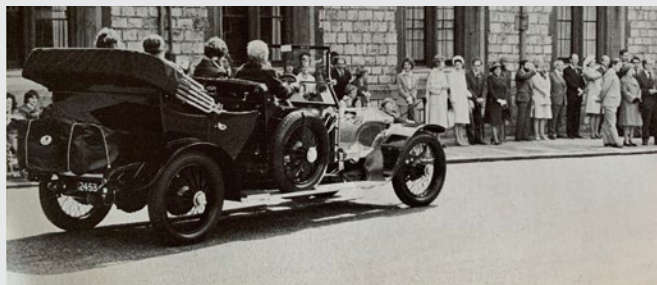
Australian Patriots, Part One - Sol Green (Cont.)

By Ian Berg

The Rolls-Royce cars of Sol Green



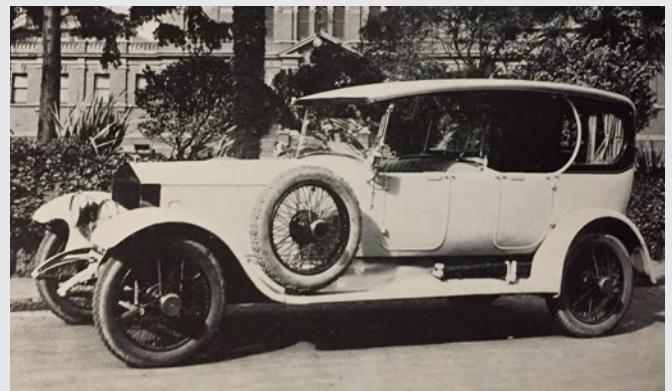
Chassis 1853E participated in numerous Veteran Car Club of Australia (SA) rallies in the late 1960s. It is pictured when freshly restored by Eric Rainsford. VCCA (Vic)



Chassis 1853E is shown when owned by Eric Rainsford and paraded in front of the Queen at the Silver Ghosts Jubilee Parade. Queen Elizabeth is at the far right of the picture. (RREC Souvenir booklet Royal Silver Jubilee)

Apart from chassis 1853E, Green owned three other Rolls-Royce cars during his lifetime. These included the 1921 short chassis speed chassis 142LG. This car was fitted with an Australian touring body thought to be by Melbourne Motor Body & Assembly Co. It was re-bodied by Cheetham & Borwick in 1931.

After a number of owners, Val Stocks, a prolific Rolls-Royce and veteran car collector from Melbourne, acquired chassis 142LG in 1959. The car was eventually restored in the early 1980s and fitted with a fabric covered touring body. It was sold by Oldtimers Australia in Queensland a few years ago.



Chassis 142LG, a 1921 model when new. (James Flood Book of Early Motoring)



The car when owned by Val Stocks in Melbourne, still retaining the Cheetham & Borwick bodywork. (VCCA Vic)



Chassis 142LG as it is now. (Oldtimer Australia)

In 1925 Green purchased 58TM. Chassis 58TM is a 1924 long chassis Silver Ghost. After many owners it became part of the Palfreyman collection in Queensland, where it was sold in 1969 as a complete chassis. It was restored by Club member John Smith in the 1990s having been rebodied by Dubois/Roger Fry. This car even has its own website!

<http://www.silverghost58tm.com/sol-green.html>



Chassis 58TM. (58TM website)

1926 Phantom I chassis 78MC was acquired in 1925 by Green and fitted with local touring coachwork. It was rebodied for him by Martin & King c1933 and still retains this coachwork. A very original car, albeit rebodied it was recently sold by Oldtimer Australia. For many years it was owned by Harold Paynting, who was an employee of James Flood & Co. Harold was also responsible for The *James Flood Book of Motoring* series of books produced in the 1980s.



1926 Phantom I, 78MC carrying Martin & King coachwork. (Oldtimer Australia)

Sol Green was a generous philanthropist. Following his Melbourne Cup win with 'Comedy King' he donated £500 to a number of charities, and he established his own charity for the poor. He was also a great patriot. Apart from handing over his Rolls-Royce to the war effort, he donated a 50hp 1910 Minerva to the cause.

The Minerva was used as part of Australia's 1st Armoured Car Section of the AIF. In 1915 the section was established in Melbourne at the initiative of Lt Ernest James, following entreaties to the Prime Minister. A Mercedes, a Daimler, a New Hudson motorcycle and Sol Green's Minerva formed the basis for the section, all being donated. After extensive conversion of the vehicles, the section left for the Middle East in early 1916. The 1st Armoured Car Section served in Sudan, Egypt and the Western Desert. Their efforts and the exploits were extraordinary. Watch out for the Summer edition of the *20-Ghost Gazette* for the continuation of the story.

Sol Green died in 1948. He was a very proud Jew, and many hospitals and charities benefited from his estate. A community centre in South Melbourne is named in his honour.

Other sources - Chris McConville, *Australian Dictionary of Biography*, David Finlayson.

Australian Patriots, Part One - Sol Green (Cont.)

By Ian Berg



The 1st Armoured Car Section about to embark for the Middle East and pictured on Station Pier, Port Melbourne.



The Minerva, donated by Sol Green, is pictured in the centre and was used as a tender vehicle. (Jas A Munro archives)

Ghosts I Have Seen

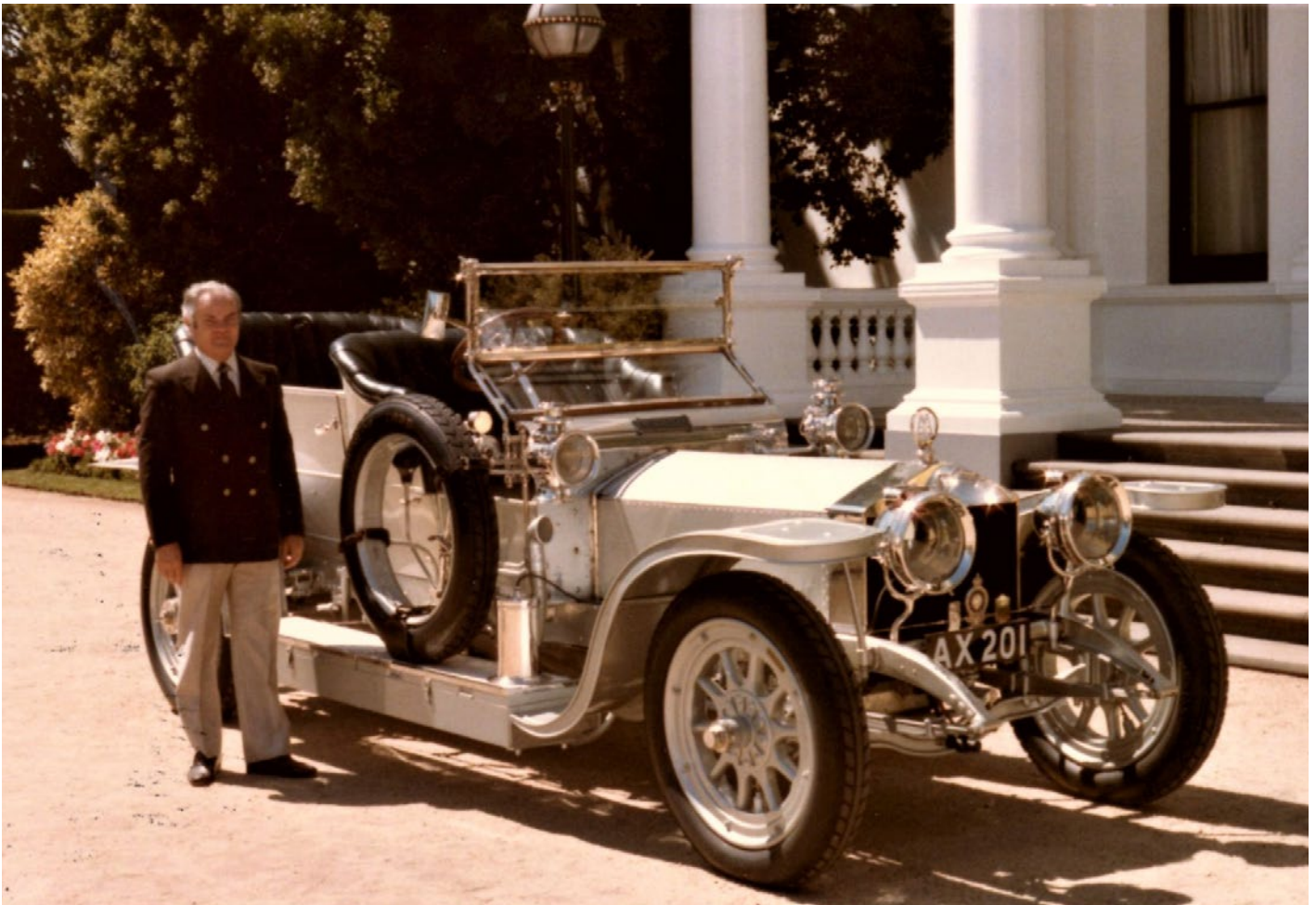
By Gilbert Ralph

As a child I was frightened by the dark and believed in ghosts. My older siblings used to get pleasure from telling me frightening ghost stories before I went to bed at night then they would turn off the light, close the bedroom door and I would lay there in fear of being taken away by ghosts. Sometimes they would cover themselves with sheets and would come back into the bedroom making whaling sounds and I would pull the blankets up over my head and lay there sobbing.

As I got older I overcame this fear and when I grew up I developed an interest in motorcars and when I was eleven I declared that one day I would buy a Rolls-Royce. At sixteen I obtained my Driver's License and was soon driving my father's Chevrolet hoping that one day I would have a car of my own. After having a Royal Enfield motor cycle for a couple years I bought my first car – a second-hand 1928 Singer Junior when I was eighteen. I had a succession of new cars after that but retained an interest in vintage cars and when aged 25, I bought a 1927 Vauxhall roadster as a hobby car. I sold it when I married and moved to Kalgoorlie in 1962 where I bought a 1929 Studebaker President seven-seater saloon car for \$36 and began restoring it. I knew it was not a Rolls-Royce but it was large, powerful and impressive.

In 1968 four friends - Tom Clarke, Harry Thompson, Bob Lambkin and Denis Sowden – members of the Veteran Car Club of Western Australia passed through Kalgoorlie on their way to a Federal Rally of the Rolls-Royce Owner's Club in Mildura. They rubbished my Studebaker and suggested I should get a 'proper car'. Denis left his Silver Wraith in my care when they caught the train next day suggesting I should take it for a drive while they were away. I was very impressed and when they returned I said if they could find a mid-30s Rolls-Royce I might be interested. Two months later I bought GTK20 a 1936 HJ Mulliner sports salon and I have enjoyed it for the past 52 years.

I overcame my fear of ghosts and whilst I never owned a Silver Ghost I have had the pleasure of driving several and continue to admire them for their excellence in design and performance. Here is a selection of some I have seen. There was a great deal of excitement in Melbourne in March 1984 when the original Rolls-Royce Silver Ghost, AX201, arrived on its first visit to Melbourne and here it is at Government House where a large assembly of enthusiasts and their cars gathered to celebrate this unique occasion. You can see how close I was to the driving seat! This car was recently sold by Volkswagen to Sir Michael Kadoorie of Hong Kong for a reported US\$75 million for his impressive collection in California.



Gilbert is pictured at Government House in Melbourne in 1984, alongside the 'Silver Ghost', AX201.

In June 1982 Nanette and I attended Rolls-Royce Enthusiasts Club Annual Rally at Althorp and we were amazed at the assembly of over 1000 Rolls-Royce and Bentley cars attending under perfect weather conditions. It was difficult to get a satisfactory shot of the cars as they were closely parked in model order but here is a representative example – a 1921 Barker tourer 168AG which was owned by UK member M Panter. Later when the Australian contingent met at the Secretary's marque at noon Lord Spencer (Princess Diana's brother) passed by and volunteered to join us for the group photograph. Over the two-day event I concentrated on the pre-War cars, the extensive trade sales area and the auction of cars and motoring memorabilia.



1921 Barker bodied chassis 168AG.



1922 Pall Mall tourer, chassis 154BG.

Rolls-Royce established a plant at Springfield, USA, in 1920 to build Silver-Ghosts to meet the increasing demand for them in North America. Originally they were technically similar to the UK models but later they incorporated some American components. They all had American coachwork. This 1922 model, 154BG, is a Pall Mall tourer with coachwork by a subsidiary company, Rolls-Royce Custom Coach Work. At the time it was owned by David Heuzenroeder of Tanunda where it participated in 20 Ghost Club event in the Barossa Valley. It was previously owned by Ted Hudson of NSW where it was a regular Concours winner. David later sold it to an enthusiast in USA.

The late Richard Knight acquired this 1923 Silver Ghost 97LK long chassis Waring Bros tourer in 1964. It is one of my favourite cars for its elegance and well preserved condition. It was imported by Dalgety & Co for A H Davie of Yarramundi in the Melbourne suburb of Elwood and it appeared at the Melbourne Motor Show that year. Davie used it until the 1950s and during that time it carried a number of dignitaries including the Duke and Duchess of York, Lord Huntingfield and Archbishop Mannix. It carries its original Victorian registration plate, 788 and has a comprehensive set of tools and accessories. Richard was a long serving volunteer at the Sir Henry Royce Foundation Archive in Melbourne and his recall of people, events and cars was invaluable. On his death in November 2017 the car passed to his companion James Baxter who tells me the car is now for sale.



Richard Knight in 1923 chassis LK.



1914 chassis 6TB.

Ghosts I Have Seen (Cont.)

By Gilbert Ralph

This 1914 London-to-Edinburgh Silver Ghost 6TB has a long and interesting history which is recorded in Rolls-Royce and Bentley in the *Sunburnt Country* by Tom Clarke and David Neely which records that Harris had driven it from Sydney to Perth in 46 hours and 57 minutes to attend the Federal Rally in 1979. It had a dozen or so owners before being purchased by John Milverton in Sydney in 1991 and he had a replica tourer body fitted by the Vintage Motor Garage in Sydney. It is now for sale in UK.



1910 Silver Ghost chassis 1388.

David Vinall of Adelaide was thrilled to have this 1910 Silver Ghost 1388 at the RROCA Federal Rally in Tanunda in 1995 where it was displayed in front of 'Collingrove', the Angas family home near Angaston. David's father, Laurie, had rescued the chassis from a farm on Kangaroo Island in 1958 and together they restored it using a variety of body sections from other veteran cars. Originally it was purchased by the Barr-Smith family fitted with a Salmons landaulette and years later was used as farm hack at the Angas property at Angaston.



Chassis 1997, 1912 model.

Eric Rainsford of Adelaide restored this 1912 Silver Ghost 1997 after he had purchased it from Laurie O'Neil of Sydney as derelict chassis. It was originally imported by (Sir) John Warren Swanston, onetime Lord Mayor of Melbourne as a Barker tourer. It subsequently passed through numerous owners and other bodies until bought by O'Neil as a chassis in 1947.

Eric Rainsford bought it in 1962 and began restoring it using a limousine body from a 1912 Daimler and parts from other cars. Eric captured numerous awards in the RROCA.

Before selling it to David Jones of Melbourne in 1994 he went on to win many more trophies with chassis 1997. According to my count it was the most successful trophy winner in Federal and Branch Awards in Australia. It now resides in an automobile museum in Spain. This was one of my favourite cars.



Salamanca bodied chassis S242PK.

Keith Drew of Hobart acquired this Springfield Ghost from the Robert Holmes a Court Collection in Perth. It is a 1924 model S242PK with Salamanca by Rolls-Royce Custom Coach Work. It is very impressive with white-wall tyres and original trunk on the carrier at the rear. I thought this setting in front of Clarendon House in Tasmania during a 20 Ghost Club event in March 1998 was rather like you might expect in a scene from a film in southern USA.

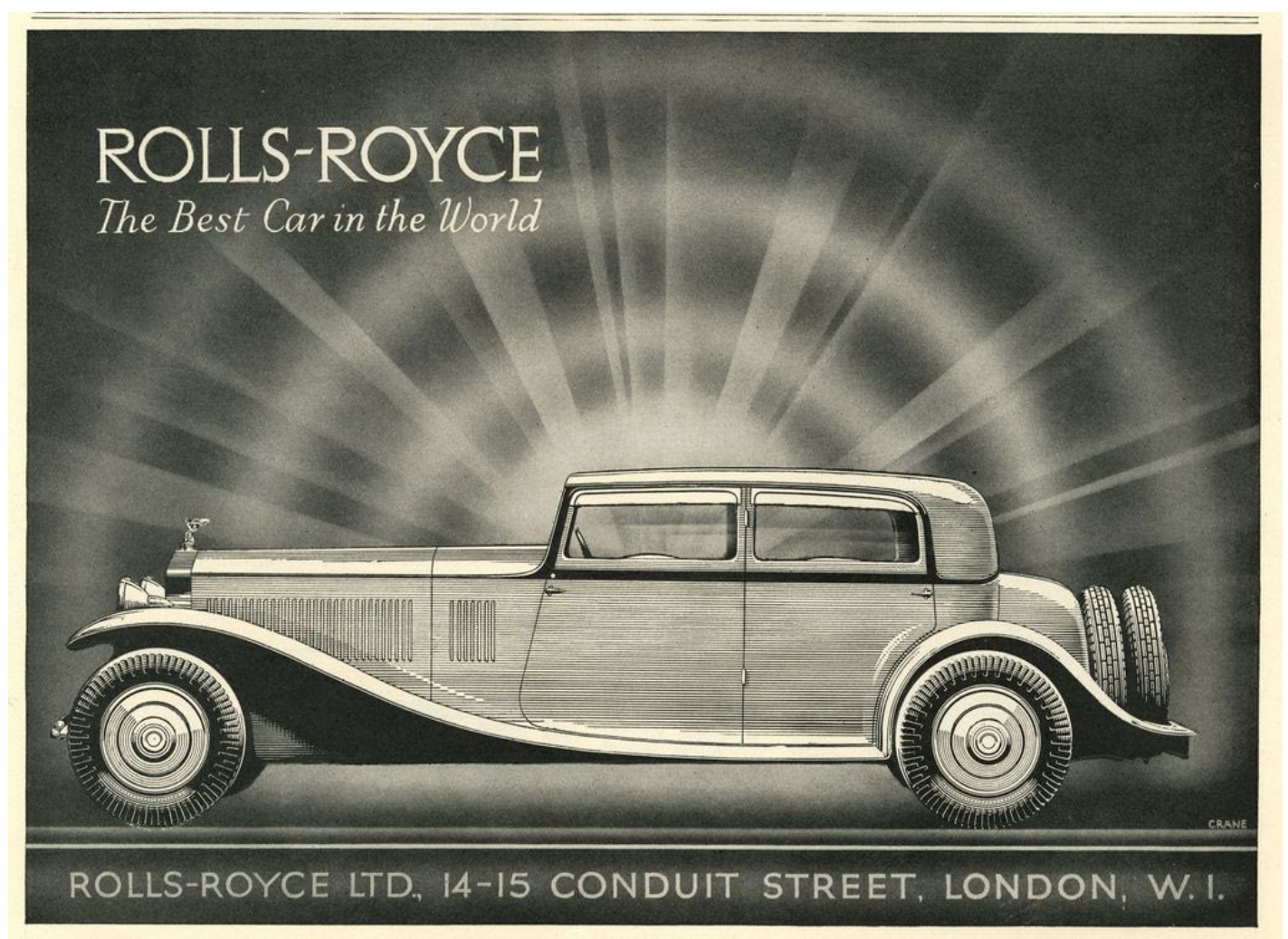


Here is a line of Ghosts at the RREC Annual Rally we attended at Althorp in June 1987. All pre World-War II Rolls-Royce and Bentley cars carried Coachbuilt bodies and it is that which makes them more interesting than post-War cars. I find it fascinating to study the great variety of styles and fittings found in the earlier cars – no two seem to be the same and in an event such as this RREC it is easy to spend hours exploring the differences which can be found.

Out of Lockdown

By Ian Berg

Recently out for the first time after an extended storage is this Phantom II. The car, 1929 chassis number 116WJ, according to *Sunburnt Country* apparently has had a chequered history, and commenced its life as a Mulliner Weymann saloon. It is in Victoria, and now carries attractive Thrupp & Maberly coachwork (possibly reproduction). The Phantom is seemingly in very good restored condition.



A Few Of Your Favourite Things (Well, Rolls-Royces)

By Steve Stuckey

A FEW OF YOUR FAVOURITE THINGS (well, Rolls-Royces) – with apologies to The Sound of Music

I was recently asked what were ‘a few of your favourite’ Rolls-Royces. I was initially thrown off balance. My favourite cars? Good grief! Where to start? I decided against post-war, then thought “choose from ALL pre-war models”? Then I thought again, if forced to pick, where do I go? Oh, OK, only Phantom IIIs (my true weakness of course).

So, out of the 727 Phantom IIIs built where to begin? In reality I wouldn’t throw any one of them out of my garage. Well, there are a few abomination rebodies, but nonetheless.... Seeking help, I asked how many I had to limit myself to. ‘Oh, six’, was the reply. Good grief! Only six?

Well here goes. The first one is so easy for me. It’s 3CM81, a stunning, magnificent Vanvooren two-seater drophead coupé. A two-seater so that extra luggage could be carried behind those seats. Painted black with blue leather interior it was ordered by 34 year-old Count Stefan Czarnecki, a Paris and Warsaw based arms dealer. There are stories that it escaped ahead of the German army just as Poland was being over-run, but there is no evidence of that. But, in Britain by April 1941 (when it was registered in Glasgow) it was the official transport of General Wladyslaw Sizorksi, leader of the Polish Government in exile. He was killed in a plane crash on 4 July 1943, and in April 1944 Jack Barclays sold it for a mere £2,150. It now has an enthusiastic owner in Lord Bamford.



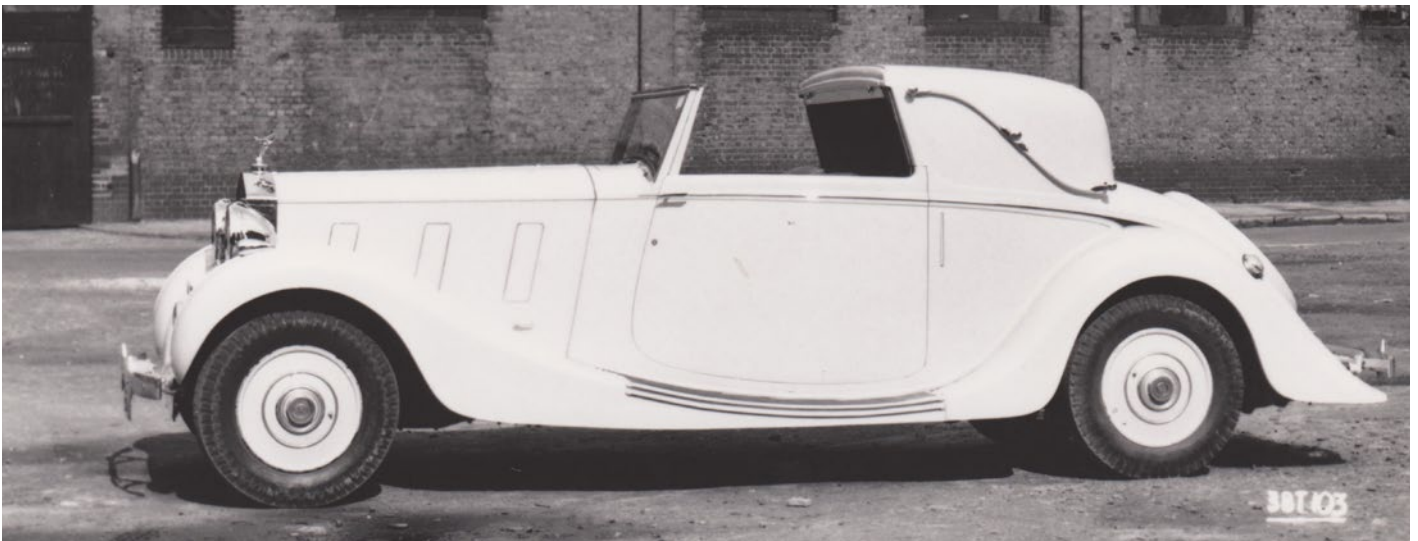
Chassis 3CM81, the Vanvooren two-seater, a photo taken in England in the 1950s. (Stuckey archive)



Chassis 3CM81 as restored for Lord Bamford (care of Lord Bamford)

Second is 3BT103, an H J Mulliner fixed-head sedanca coupé sold new by Rolls-Royce to the wonderfully named Apsley George Benet Cherry-Garrard (1886-1959) who had been an Antarctic explorer, including with Scott in 1910-13, and commander of a squadron of armoured cars during World War I. As if it wouldn't have stood out enough on the staid streets of late 1930s London, the car was finished in primrose yellow with green leather upholstery. Repainted black it was owned between 1946 and 1953 by actor Sir Ralph Richardson. It is now being restored by Alpine Eagle for Nick Whitaker.

Third is 3CM91, again French-bodied, this time by Franay, a sedanca de ville in two shades of cream and displayed on their stand at the Paris Salon in October 1938. Sold to Karl Thiel of Zurich, who owned a newspaper, it was shipped to the US in 1958, to be owned between 1958 and 1962 by Jack Nethercutt. He sold it to Bill Harrah and always regretted doing so. He so loved the design that in the early 1990s he commissioned a copy of the coachwork to place on his never-bodied chassis 3DL112. This wasn't completed (3DL112 remains as just as chassis) and 3CM91 is owned by William Lyon in California.



Chassis 3BT103, the H J Mulliner sedanca coupé in its original colour of primrose yellow. (Stuckey archive)



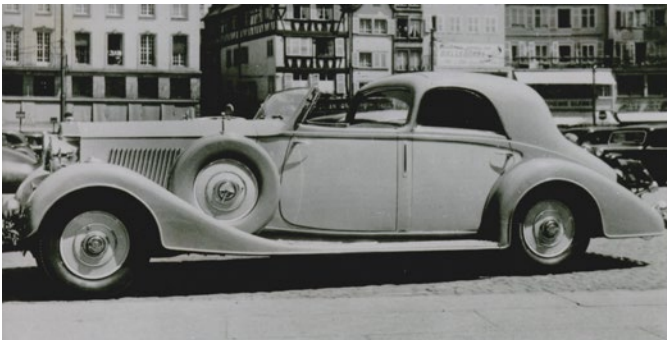
Chassis 3BT103, out of storage after many years, and about to go to Alpine Eagle for restoration (care of Alpine Eagle)

A Few Of Your Favourite Things (Well, Rolls-Royces) (Cont.)

By Steve Stuckey



Chassis 3CM91 recently on display in the USA. (internet)



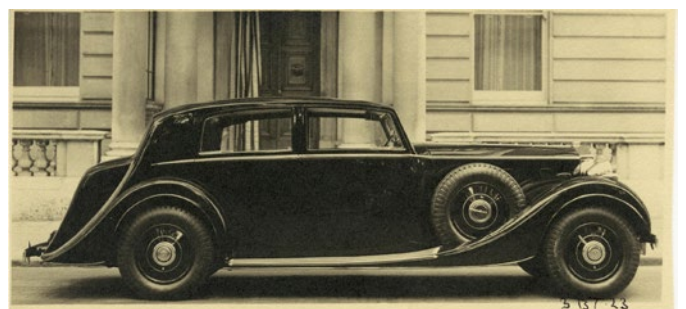
Chassis 3CM91, the Franay sedan de ville, in Zurich in the 1940s. (internet)



Chassis 3DL112 in the Nethercutt collection in September 1994 with the beginnings of the replica coachwork of 3CM91.

I am a sucker for those wonderful razor-edged saloons (most with divisions) most stylishly built by HJ Mulliner. I had a lot to choose from, so as my fourth choice decided on 3BT23, finished originally in black with a

silver line. It was sold to Paul Dubonnet (1900-1961) of the French aperitif family and spent its time partly in France and partly in the UK before being sold in July 1941. After being in Japan for a while it went to the US in 1957 and to New Zealand (with Tony Johnson) in 2008. I have been lucky enough to be driven in this car by firstly Mark Tuttle in LA, and then Tony in New Zealand. It is a regular participant in the 1920s and 1930s display every year in the Art Deco city of Napier.

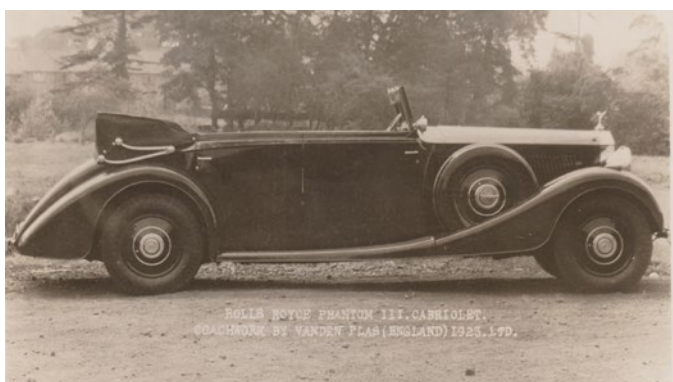


Chassis 3BT23, H J Mulliner saloon with division when in the hands of Jack Barclay Ltd. in 1937. (Stuckey archive)



Chassis 3BT23 at the Art Deco day in Napier, New Zealand in 2016. (internet)

One of the reasons these cars (any model of Rolls-Royce and Bentley) engage me so much is that they very often have such interesting owners, originally or later. Because of this, I have picked two in my list of six Phantom IIIs that have very interesting first owners. So, car five is 3BT185 a cabriolet by Vanden Plas (England) Ltd. Delivered by Rolls-Royce's agents in Vienna, this dark blue car with its fawn leather upholstery was delivered in July 1937 to Friedrich "Fritz" Mandl (1900-1977). He was Managing Director of a munitions company who supplied arms first to Mussolini and then the Nazis. He was also the first of six husbands of actress Hedy Lamarr, they being married between 1933 and 1937, when she fled his abusive attention. Following a company scandal, Mandl in 1938 sold his businesses and moved to Argentina where he lived until 1945. 3BT185 was shipped to the US in March 1940 and thence to Argentina, and with him back to the US. Mandl still owned 3BT185 in 1951. It was last known when sold at auction in 2015 in Denmark.



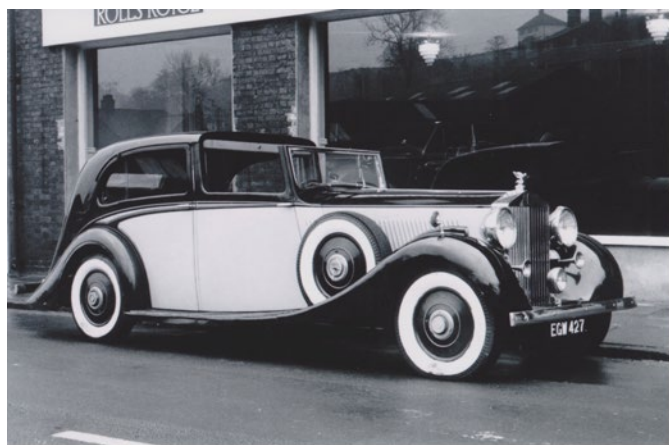
Chassis 3BT185, Vanden Plas cabriolet as delivered. (Stuckey archive)



Chassis 3BT185 when auctioned in 2015. (Bonhams)

Lastly, and continuing the theme of interesting European owners, is 3CP194, a Hooper limousine de ville. One of a small number of Phantom IIIs to this stylish and elegant design, this was originally completed in grey and black. In October 1937 3CP194 was delivered

to Max Ausnit (1888-1957) of Bucharest, Romania, director of the country's largest steel works and other steel and armaments companies. A confidant of King Carol II (owner of two Phantom IIIs himself, including 3AZ50, one of those stunning Gurney Nutting "Owen" drophead sedan coupés), Ausnit in 1940 fell out of favour with the King and his government, who were allied to Germany. Following a trial and imprisonment Ausnit escaped in 1944 in a stolen German plane from the small Romanian air force, being flown via Cyprus to Egypt. He was sentenced to death in absentia. Recalled to Romania in 1945 by the allied powers to assist in rebuilding the economy, Ausnit fled again in 1947 when the Communist regime took over his property and they in turn sentenced him to death in absentia, perhaps a unique claim to fame, being sentenced to death by both the Nazis and the Communists! Ausnit had had his Phantom III shipped out of Romania to the USA in 1941, and it was to New York that he returned before dying there in January 1957. 3CP194 has been in Japan since the 1990s.



Chassis 3CP194, the Hooper limousine de ville when returned to the UK from the US in the early 1970s. (Stuckey archive)



Chassis 3CP194 as part of a Japanese collection. (internet)

These six cars, all of them displaying the work of great 1930s coachbuilders, show that this chassis can carry the widest range of stylish and often sporting bodies. They also show how this epitome of pre-War Rolls-Royces attracted as buyers some of the most interesting people in society across the globe. Now, would choosing 16, or 26 or 66 of my favourites have been any easier? Probably not!

GAE29, Jenny – This Is Your Life

By Keith Mortimer

1934 Rolls-Royce 20/25 GAE29, affectionally know as Jenny was ordered from the factory by Dr EJ Mannix of Queen Anne Street London on May 14, 1934. Built on a long wheelbase, she was commissioned as a Sports Saloon with seating for 4–5 and for use in the United Kingdom for ‘Town and Touring’

Her chassis supporting engine W9X, together with E Steering and riding on Dunlop MA2 tread 31x 6 tyres was delivered to Hooper and Co on August 22 of the same year. The Hooper Build sheet and delivery details indicate that Jenny was ‘The latest type new Hooper Sports Saloon built specifically for the 20/25 HP Rolls-Royce chassis, build drawings 5680’

Some quotable comments from her delivery sheet indicate the following:

‘Seating – Two persons (including driver) on adjustable chair type front seats and two persons very comfortably (or three occasionally) on the hind seat.’

‘Construction – Finest English seasoned ash framing built as lightly as possible consistent with safety, strengthened by steel sheath plates and panelled with aluminium throughout, the mouldings being worked into panelling’



‘Doors – Four: hung on rear pillars, all fitted with best English slam locks and Hooper concealed hinges.’

‘Roof and Quarters – Panelled aluminium build on anti-drumming principle with leather covered centre panel. Sunshine Roof over front seats with locking device.’

‘Signalling Device – Hooper patent telescopic signal indicators fitted to the front corners of the roof, (concealed when not in use).’

‘Upholstery – Brown Vaumol leather No. 891 throughout with ‘Hooper’ fawn head cloth No 1815 to roof and upper parts; cushions and squabs pleated; spring web cushion frames stuffed with horsehair and “down”.’

‘Painting – Black with yellow picking out line Cellulose.’

It would appear that Jenny was delivered to Dr Mannix on October 17, 1934 for the sum of £1520, £500 for the Motor Body, £975 for the chassis and £45 for the tyres and accessories, and bearing registration number BGX-793.

From the records, Jenny lived in the care of Dr Mannix from 1934 until 1945 when she was sold to a Mr HE Yates. A letter I have on file indicates that Mr Yates, born in 1897, worked for Rolls-Royce from 1914 to



1916 and again 1919 to 1922, serving in the Royal Flying Corps and the Royal Air Force in between. I understand that Mr Yates owned Rolls-Royce motorcars for most of his life. The factory assisted in the celebration of Mr Yates's 100th birthday with a family ride in the legendary AX201. I have two pictures of Jenny in Mr Yates's ownership taken in 1953 around the time of Queen Elizabeth's coronation. The pictures (unfortunately not good enough quality to reproduce) indicate the car sitting on spoked wheels rather than the Ace discs and without the chromium horns and driving lamps, as this was his preference

Mr Yates sold the vehicle in 1959 for £200 to a garage in Wellington where it was purchased by Flight Officer, later to become Flight Lieutenant Peter Houghton of the RAF.

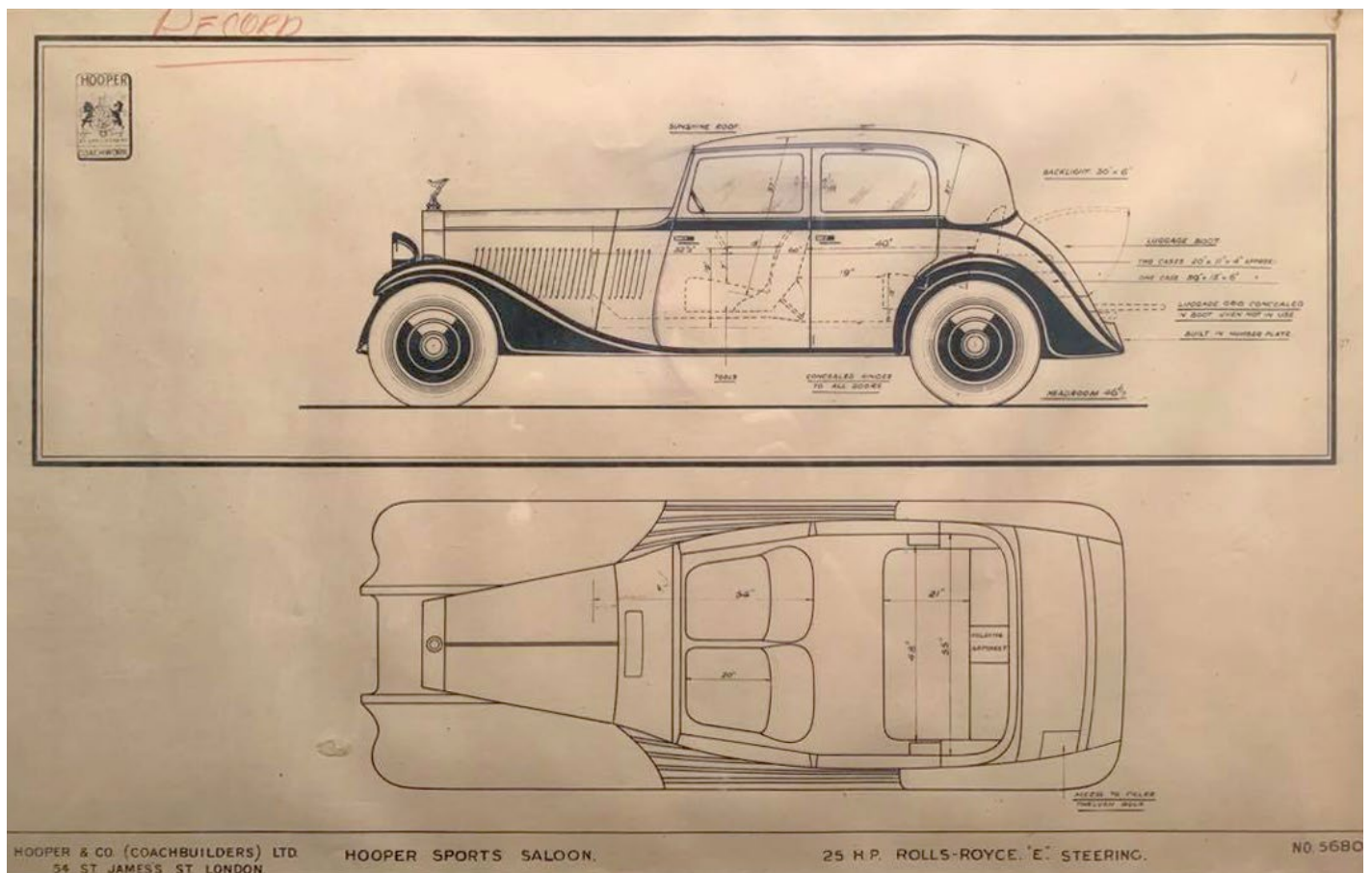
It would appear that Peter paid £425 for Jenny in November 1959 with 60,000 miles on the clock, trading the wreckage of GLZ66, a James Young Sports Saloon that he rolled. Peter was the custodian of Jenny from 1959 until 2010. During this time there is a rich history of records, including correspondence with the Rolls-

Royce factory concerning the correct size needles for the carburettor main jet in 1962, and again in 1968.

From the records, Peter together with Jenny participated in many RREC events and motoring club rallies. Peter recorded every service, every repair and every episode he shared with this fine motor car. On the 19th of July 1982, following his retirement he wrote in her journal 'Today I am unemployed but not unoccupied' he was ready to enjoy his retirement with Jenny.

Jenny was then purchased by Peter Willcox, arriving in Melbourne in July 2012. Peter undertook upholstery and painting works on Jenny and she now sports a lovely green infill with a red picking out pinstripe. Suzanne and Peter enjoyed Jenny for many years before Peter transferred her custodianship to me in 2018.

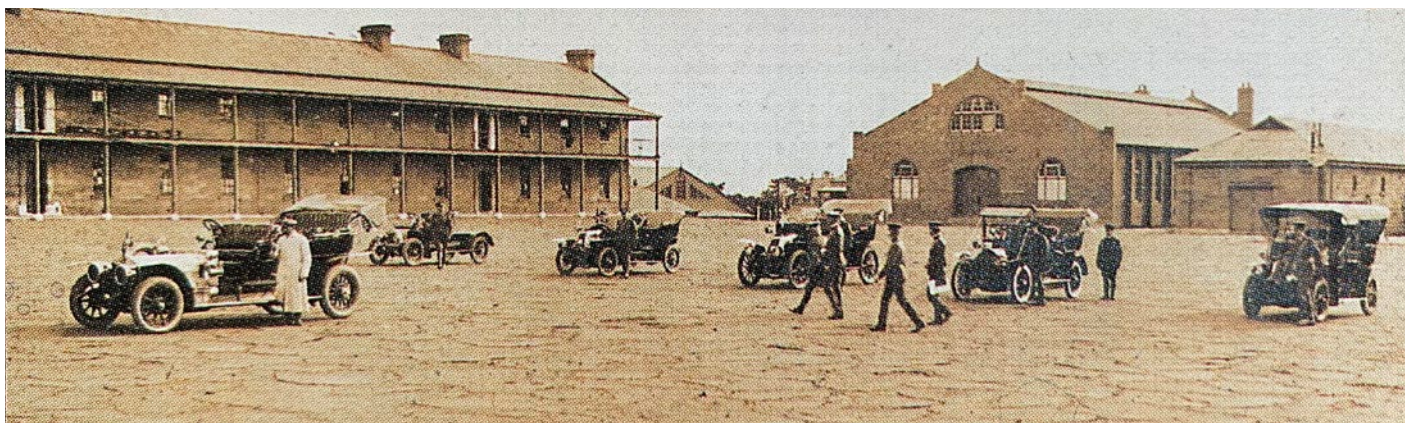
Jenny continues to thrill and entertain, and her story supports the popular adage that we do not own these fine vehicles, but rather we are merely their custodians and caretakers for the next person and generation.



Many Hooper & Co design drawings survive. Here are design schematics for GAE29. Records like this, and the original Rolls-Royce chassis cards add immeasurably to the history and enjoyment of ownership of these cars.

Philip Charley's Silver Ghost, Chassis 60799

By Ian Berg



Rolls-Royce 60799 is pictured at Victoria Barracks, Paddington in Sydney in 1909, during an Automobile Corp exercise. (RACA)

Philip Charley was one of the 'Syndicate of Seven' which founded Broken Hill Proprietary Ltd (BHP) in 1883. The company experienced great success and Charley sold half his shares in 1886. In 1891 he purchased the historic property of Belmont Hill in Richmond. He then built a large Italianate mansion on the 2,000 acre property and lived there with his large family. It is now the site of the Saint John of God Richmond Hospital.

In early 1909 Charley purchased Rolls-Royce Silver Ghost chassis 60799. Charley was an enthusiastic motoring pioneer who also owned a Talbot before the acquisition of the Roll-Royce. He was renowned for travelling long distances in the Talbot, with over 60,000 miles being completed in two years. He also drove the Rolls-Royce extensively, often driving from his home in Richmond into Sydney and on more than one occasion driving to Queensland. In September of 1910 he drove the car to Rockhampton and in doing so provided a report to the Automobile Club of Australia (NSW) which included a detailed description of the road conditions. His conclusion was that it would be inadvisable to make the trip during the wet season. In the five years since 1908 it is estimated he drove over 150,000 miles in his cars.

Charley was very active in the Automobile Club and participated in, and assisted with a number of their trials. In 1912 the Club held a two day reliability trial over a course from Sydney to Bathurst, via the Jenolan caves and back. The first days run was 162 miles and was a mountainous challenge at this time with some grades of 1 in 6 and 1 in 7, and at one point 1 in 4. Nine cars made the run.

Philip Charley, who was then vice-president of the Automobile Club accompanied the run in the Rolls-Royce with various members of the motoring press. On the weekend of the two day trial he drove the Rolls-Royce 380 miles. He also accompanied the competitors in a sealed bonnet reliability trial of 288 miles in April of the same year.

Captain (later Major) Charley became the first Officer Commanding of the Volunteer Automobile Corps, which

was established in cooperation with the Automobile Club of Australia and other state automobile clubs. The Corps conducted many training manoeuvres right up to the start of the Great War in 1914. It had its own car badge with a central wheel derived from the emblem of the Automobile Club, and carried the motto of the Corps 'Sicut Aquilae Pennis' meaning 'Upon Wings of Eagles'. The badge can be seen on the radiator of Charley's car. In 1915 the Corps merged into the Regular Army Motor Transport Service. Of interest is that the Officer Commanding to follow Charley was Captain CE Waters, and he too owned a Rolls-Royce 40/50 (chassis 60747).

Charley sold the car in 1919 and it is believed to have been destroyed by fire. Additional information on the story of this Silver Ghost, one of the very earliest in Australia can be found *Rolls-Royce and Bentley in the Sunburnt Country* (Clarke/Neely) and *Silver Ghosts of Australia and New Zealand* (Irwin).

Source information; *Australian Dictionary of Biography* (online), *Daily Telegraph*, October 29, 1910, April 24, 1912 and *The Land*, May 3, 1912, *The Jubilee Book of the Royal Automobile Club*, 1903-1953



Above: Captain (later Major) Charley is pictured with his Rolls-Royce. His chauffeur and mechanic is likely the gentleman with the duster and hat. (Alan Meredith)

Opposite Page: Charley is also seen here with the car. This photo was restored from a very damaged original print. (Alan Meredith)



The Passing of Morris E Franklin Jr

By Keith Wherry

Morris sadly died suddenly on Sunday 2 August, a week before his 79th birthday, of unexpected medical issues, believed to be a ruptured aorta aneurysm.

Known primarily as a brilliant surgeon, in the forefront of laparoscopic surgery, Morris travelled the world, lecturing, teaching and operating in his specialty.

He visited Australia many times, often only for a day or two, particularly to Adelaide where he frequently assisted with complex laparoscopic procedures, especially intestinal and colorectal operations, where he was regarded as a world leader in his field.

Morris was a sixth generation, proud Texan, working in the family store and farm, with stints in the military and in Vietnam, before “settling down” to practice for over 50 years in Austin University of Texas Hospital, where he was highly regarded, not just as a skilful surgeon, but as a great friend and mentor to so many.

I met Morris in about 1989 when he contacted me when visiting Sydney with his first wife Linda, and son Morris Franklin III. I remember we went to Lucio's in Paddington for dinner, where they particularly enjoyed the Australian informality. He impressed me as being quite understated, unusual for someone from the “Lone Star State”, yet with a confidence and compassion, and genuine interest in others. On another visit to Sydney shortly thereafter I introduced him to Malcolm Johns, where we all imbibed too much at the Ritz Carlton in Macquarie Street. We met once or twice over the next couple of years at various Silver Ghost events, and he attended our Wholly Ghost Tour to Ayers Rock in 1996, unfortunately without his Silver Ghost, which with seven other Ghosts from the USA was marooned off the Straits of Singapore for several months as a result of a legal dispute concerning ownership of the vessel.

My favourite rally remembrance of Morris was when we agreed to travel together, in convoy with several other Australian Ghosts from England to Vienna for the start of the 2013 Austrian Alpine Rally. Morris was travelling in his beloved 1924 Springfield Ghost chassis 55AU Pall Mall tourer, with his great Texan buddy (fortuitously named ‘Buddy’). We soon got separated from the main group, and travelled aimlessly around the northern French countryside, only occasionally recognising a familiar name on our pathetic road map. Each time we stopped, and went back to Morris to apologise for yet another wrong turn, he graciously responded, saying that he was much happier following than leading, not minding which way we went, and that he would follow us ‘to the end of the earth’. Luckily that was not needed.

On another occasion, one Saturday morning at home, we received a phone call from Morris. When I asked where he was, he replied ‘Potts Point’, which is where we lived. He said that he had just flown into Sydney

that morning and caught a taxi straight to Potts Point, hoping that we would be free for breakfast, before he flew out to New Zealand later that day!

Once, in 2011, on a Ghost tour through the Canadian Rockies and the mid-West, we stayed in Montana, and Morris showed us the site of his proposed retirement home, perched high on the mountains looking down over the valley and the Ennis township. It was his dream to retire there with his wonderful partner Cindy Seltzner, with whom he travelled many miles on Silver Ghost tours. The two of them had planned a ‘Wholly Ghost Tour’ in July 2021 through ‘Western Trails Less Travelled’, through Wyoming and his beloved Montana. They had also planned to attend the 20-Ghost Club Tour to Mount Gambier (prior to Covid-19). As a result of his many professional and motoring visits ‘Down Under’, Morris became very fond of Australia, and Australians, and again brought chassis 55AU over in 2014 for our Tasmania / South East Australia tour, where he made many more Australian friends, and even looked at the possibility of buying a local small horsepower car to keep here for Australian Tours.

Morris will be remembered in the classic car fraternity, as someone always ready to help, never fussed, with a great wit and humour, and a continuous ‘smile on his dial’.

In addition to his family, he will be greatly missed by both his professional colleagues, and by us, his ‘Silver Ghost buddies’.

We extend our sincere condolences to Cindy and his other extended family.



Somewhere in Northern France June 2013. Morris Franklin Jr is on right with his buddy ‘Buddy’, and his beloved 1924 Derby Ghost chassis 55AU.

Some 20hp Cars That Have Surfaced

By Ian Berg

Recently seen on Facebook were two 20hp cars, a Smith & Waddington bodied 1925 model, chassis GF26, and a 1926 model, GCK69. The latter carries a roadster body reputedly originally from an Armstrong Siddeley. They have for many years been a part of a large collection belonging the late Reg Shuster of Burleigh Heads in Queensland, who originally restored them. The cars have been unused for some years, and will apparently soon be available for sale.

Also seen on Facebook was 1923 model 20hp, GF36 which resides in a shed in the Eyre Peninsula in South Australia. This car was re-bodied in the 1930s.

Vintage & Prestige Classic Cars, of Northampton are advertising 1923, 20hp chassis 67H2. This car was originally fitted with a Smith & Waddington sedan body, but was restored in Melbourne and rebodied in the style of Barker. It has the rare artillery wheels. We do not know how it ended up in the UK, but more details can be found on the dealers website.



1925 model, chassis GF26. (Facebook)



1926 model, chassis GCK69. (Facebook)



1923 model, chassis GF36. (Facebook)



1923 model 67H2. (Vintage & Prestige)



Andrew and Mary Bayley's 1926 Rolls-Royce Phantom I, chassis 96LC fitted with Martin & King roadster body from 1939, photographed at Lewisham, near Sorell, in Tasmania. See article page 8.