

SUMMER 2020/2021
ISSUE 7



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.

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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*.

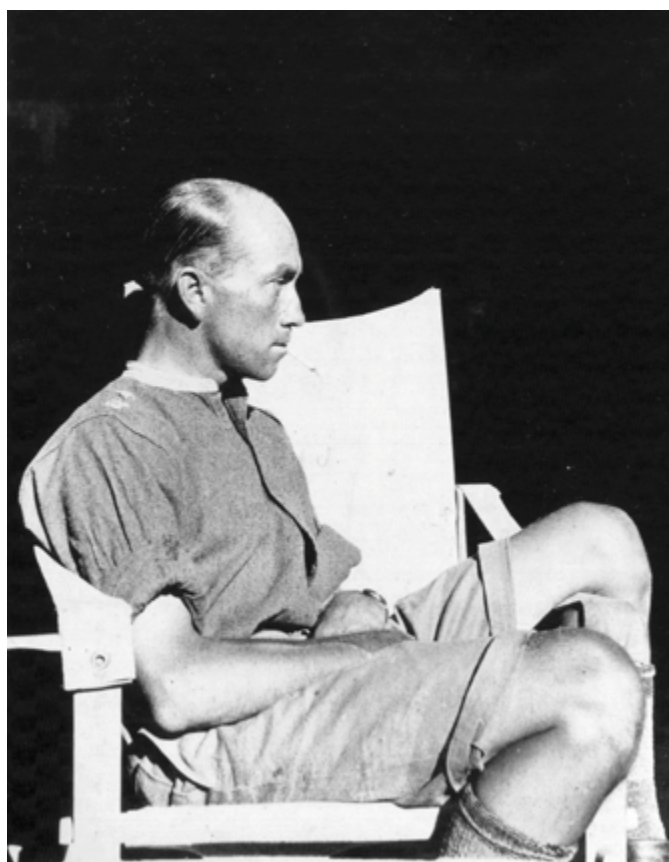
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Percy Cornwell, from Melbourne, was a member of the 1st Armoured Car Section of the AIF and is pictured in a camp in Egypt in 1917. He was an enthusiastic motor racing driver and mechanic before the Great War and proved competent with the vehicles of the Light Car Patrols in the Middle East campaigns. These included his own Mercedes, which he donated, as well as Fords and Rolls-Royce armoured and reconnaissance cars. See the story on page 14.

Coming Events

Please note that all events are subject to the applicable Covid-19 restrictions.

December 2, 2020	Sydney Luncheon, The Royal Sydney Yacht Squadron email: Davidgdavis@lycos.com	Director: David Davis phone: 0409 719 976
December 7, 2020	Melbourne Luncheon, Sandringham Yacht Club email: Bruce@Humphries.com	Director: Bruce Humphries phone: 0407 545 037
February TBA, 2021	Mornington Peninsula day run Under consideration	
March 10 - 24, 2021	National Tour Tasmania email: aobayley@bigpond.net.au	Director: Andrew Bayley phone: 0417 142 779
June TBA, 2021	RROC Federal Rally Mildura Accompanying tour under consideration	
Mid year TBA, 2021	Hamilton tour Under consideration	
September TBA, 2021	National Tour Mt Gambier, SA email: polandonhigh@optusnet.com.au	Director: Rory Poland phone: 0422 163 827
June TBA, 2022	RROC Federal Rally Canberra Accompanying tour under consideration	
2022	20hp Centenary Tour Under consideration	

Get In And Go

David Davis

See photo on Rear Cover

Three Twenty owners, Geoff Harrison in GPG42, Richard Jones in 83K5 and myself in 42G1 gathered at Geoff's home in Turrumurra at 10.30 on 1 October, 2020 for a short run towards the Hawkesbury. The traffic out of the City at that hour was light although Twentys are no too fond of traffic lights due to leisurely acceleration. Skirting through Hornsby on the old Pacific Highway the medium rise development was surprising and illustrated how long it is since travelling that way. The open country was soon reached and we enjoyed the rises and falls as well as the sweeps for which the old Highway is famous. The distance views are magnificent.

We stopped at the 'Pie in the Sky' for a pie. Our table had shade and a distant view of the Hawkesbury River. We chatted about our favourite car, of course. I used my Hummingbird calculator for the first time but had little success in getting it to tell me things I wanted to know. It did tell me that the trip covered 90 kilometres, that the average speed was 20 kilometres an hour including lunch and the latitude and longitude at stops. The instructions are sparse so I will have to have someone more attuned to the instrument to give me a pointer or two. After lunch we headed our own ways home. An enjoyable few hours on a perfect day.

Front Cover: Percy Cornwell is pictured on the left with an unknown officer in the Sinai desert having a lunch-break while making repairs to one of the Rolls-Royce 'box cars'. These were used as reconnaissance vehicles for the British and Australian Light Car Patrols in the Middle East. The photo was taken early 1917.

Chairmans Report

Editorial

Dear Members,

Thank-you for electing me to the Chairmanship of the Club. I thank the other members of the Committee for standing and giving their time to the Club's affairs

I would like to welcome to membership Lloyd Williams and Natalie Gazzard with 1924 Springfield Silver Ghost, Pickwick Saloon chassis S64LK, Jeffrey McAlister and Chrystal Yu with 1923 20 hp Martin and King chassis 77AS from New South Wales, and Neil and Loise Matthews from Melbourne with 1924 20 hp Barker Cabriolet, chassis GRK81. Welcome also to Rhys McKimmie and Kylie Walker from Creswick in Victoria who, as yet, do not have a car. We do hope to see our new members on the Australian Chapter tours when the virus restrictions are lifted. Your committee has decided to continue with the Tasmanian Tour unless we need to cancel/postpone due to Covid, and entry forms with full details will be forwarded shortly.

Due to careful management of finances, the subscription for 2021 has been reduced to \$100, for this year only, and is payable as at 1st January. The subscription notice will be forwarded shortly and members are urged to forward their payment promptly thus saving the Honorary Treasurer unnecessary follow up.

Christmas get togethers have been organised in New South Wales, South Australia (since cancelled), Western Australia and Victoria. Queensland details to be advised.

In conclusion, the virus situation appears to be improving throughout Australia, so we should be able to look forward to using our wonderful cars soon.

May I take this opportunity to wish all our members a happy and safe Christmas.

Rory Poland,
Chairman

It is good to see that there are a number of Christmas functions coming up, and we are looking forward to a resumption of touring in the New Year. The Committee recently met, and early-stage planning is underway for a number of events. We look like having a pretty interesting calendar of events in 2021 and 2022 and as soon as we can report more details these will be provided in our weekly member emails. The first major tour is the Tasmania National Rally in March, and Andrew and Marg Bayley are well advanced with plans. Many members have indicated a commitment to this rally, and it will be memorable.

The South Australian Covid-19 outbreak shows how quickly things can change, and hence our planning needs to be flexible. All commitments to venues and travel are subject to cancellation if Covid-19 restrictions arise that do not allow an event to get off the ground.

Small tours work well in this somewhat uncertain environment and these can be organised at relatively short notice. It is easy to reach out to fellow enthusiasts and organise a day run as David Davis shows with a recent 'Get in and Go' tour (see pages 5 and 32). This was held with Geoff Harrison and Richard Jones and the three 20hp cars. Jeremy Greene has also taken the opportunity to cover some serious distance driving in his cars in Western Australia. We are all looking forward to getting out again and enjoying the Club and the opportunities we have.

I am aware of a number of projects that have forged ahead in the last few months. Feedback from restoration shops I know is that they are busier than ever. We should see the results of this activity over coming months and years as fresh restorations come onto the road.

Once again, the *20-Ghost Gazette* has a spread of material, and I thank all who have submitted articles about their cars and adventures. My own contribution is about the 1st Armoured Car Section and the Light Car Patrols in the Middle East. They supported the Light Horse Brigades in the Sinai and Palestine campaigns of World War One. Until I came across this material, I did not realise that Australians did use Rolls-Royce armoured and patrol cars during World War One. There is a lot of interesting stuff out there if you take the time to look for it, and much of it has not been published before.

I hope you enjoy this issue of the *Gazette*. As usual please do not hesitate to submit articles for publication. Even if you are not confident about your own wordsmithing skills, it can readily be edited. Yes, it is OK to stray 'off-topic' as well.

Ian Berg,
Editor and Secretary

Tasmanian Tour

March 10-24, 2021

The Tour is on, and current commitments bring the numbers to our maximum. However, if you would like to add your names to a waiting list kindly contact Andrew Bayley as soon as possible on 0417 142 779.

Please note that all deposits are refundable in the event that Covid border restrictions are re-imposed prior to the tour.



CLARENDON HOUSE

NATIONAL TOUR TASMANIA

10th March - 24th March 2021



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 the 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, visit Maria Island 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 Bay 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

Lucky To Be In Western Australia

Jeremy Greene



Delwyn Klevenow is pictured next to the Silver Ghost at Lake Dumbleyung. This is a salt lake, normally dry, made famous by Donald Campbell in 1964 when he broke the water speed record in his Bluebird turbo-jet propelled boat travelling at 444.66kmh.

As a result of international border closures, Jeremy Greene from Western Australia has spent his first Autumn and Winter in Australia for many years.

Jeremy and his wife Delwyn Klevenow have taken the opportunity to participate in as many events as possible. They toured about 1,000 kms in their 3.5 litre Derby Bentley in one weekend, just about doubling the mileage since its 2009 restoration and re-body by Roger Fry. Another 700km was added on a separate trip as well as several smaller runs. More touring is planned for the future.

Jeremy's 1925 Rolls-Royce Silver Ghost chassis 40EU has also had a couple of 700km weekend runs and numerous short outings of about 200 kms. His Silver Ghost chassis 41EM, a Windovers tourer of 1923 or 1924, is in lockdown in Ireland until who knows when. Like all of us in Australia, Jeremy is pretty happy to be here. At least it gives us a reason to tour locally, and it's great to see the cars being used and enjoyed.



The unusual mascot on chassis 40EU. The coachwork of this car was originally fitted to a 23/60 Vauxhall.

Left: Chassis 40EU is parked in front of Lake Dumbleyung in Western Australia. Note the near perfect cloud reflection. The lake is a three-hour drive southeast of Perth and the visit was at the start of August.





A replica of the Bluebird is housed in an open display at Dumbleyung. It was also in 1964 that Campbell broke the land speed record at Lake Eyre.

Oh My Goodness!

Ian Berg



Early Rolls-Royce chassis often outlived the original coachwork and a number were re-bodied multiple times. It is hard to believe that this car was once a Barker bodied landaulette. Pictured in suburban Melbourne is chassis GDK18, a 1924 20hp which first arrived in Australia in 1937 having spent time in England and India. The car, which in the guise above may well qualify for the ugliest Rolls-Royce, was fitted with a far too heavy American sedan body of about 1937, most likely by Fisher or Holden's. It has long since been dismantled and used for parts.
(Photo Cooper family collection)

Peter Cambie Crauford: Remembered

David Davis

Peter's death has prompted several members to write their thoughts about their association with him, so the Committee decided to open an email condolence book and the following are excerpts from the messages received. We thank those who have so thoughtfully contributed and join with the entire membership of the 20-Ghost Club in remembering our esteemed Chairman who passed away in September. With thanks also to David Berthon and Andrew Bayley for the photographs.

David Berthon:

I've been around old car collectors and enthusiasts for a long time and along the road you meet some interesting characters. Peter was one such character. It was easy to strike up a conversation and lasting friendship with Peter. His easy going nature and natural Aussie charm made him very easy to speak to. You soon realized that this big man from the bush had a big heart and whilst the conversation always drifted to his favorite collector cars he was always interested in Family. Few collectors could claim the ownership of so many veteran and vintage cars over so many years. Peter was the quintessential early car enthusiast. 'I just love coachwork David and I just had to have them despite being quite tatty in the body.' Such captivating enthusiasm is today quite rare.

Keith Wherry:

I first recall meeting Peter Crauford at a RROCA Federal Rally about 45 years ago where he had a beautiful green 1957 Bentley S1 Continental Fastback Coupe. I approached Peter, very tentatively, asking him if he ever decided to sell would he give me first offer. Fourteen years later, Peter called me and said that he had decided to sell, and we agreed the sale over the phone. That small, but important event, is symbolic of the man, keeping his word over time. I subsequently got to know Peter better and his charming wife, Elizabeth, especially through the 20-Ghost Club and found him extremely knowledgeable, always an opinion on something, even if you disagreed with him, but importantly always willing to listen. Peter was a man of great charm and amusing wit, never one to miss a 'bargain' when it came to old cars, always enjoyable to have a conversation with. I am proud to have called him a friend.

Tom Clarke:

I knew Peter well through regular emails but we rarely met. We often emailed about cars he was buying from the Real Car Company and I sometimes found some vignette about the car's past. Apart from that I fretted about some of his choices because he was a big bloke and a small horsepower Rolls-Royce was a squeeze with less performance even before he got in. He loved cars with character, charm, oily rag cars. Somehow that seemed to suit a farmer.

John Witts:

My association with Peter was brief but very helpful and interesting. Rory Poland sent him a photo of our Twenty 76A7 beside a sign reading 'Pokataroo'. The response

from Peter was that he had arrived there on a train in 1962 as a third-year jackaroo on 'Collymongle Station'. I mentioned to him that my mother's Family may have had a Rolls-Royce in the early 1900s in England as they had sent the coachman to the Rolls-Royce school to learn to drive. He came up with Silver Ghost chassis 2082, second owner yet to be confirmed. I very much enjoyed our calls and emails.

Andrew Bayley:

Peter was a very valued member and highly esteemed President of the 20-Ghost Club and will be sorely missed by its members. His huge presence, enthusiasm, optimism and contribution to the Club will be an enormous loss.

Theo and Edith Nelson:

Peter was a true gentleman and his friendliness, kindness and willing to help anyone is to be admired. But most of all was his sense of humour and joviality.... He kept us entertained with his humorous wit.

Sue Blenkhorn: An Ode to Peter Crauford

It was on the Southern Aurora Tour our relationship began

In Twenty Seventeen when George and I met our esteemed Chairman

That December we attended the dinner for the 20-Ghost club

Where Peter warmly welcomed us to the Melbourne club

Midyear in twenty eighteen Peter ran a tour in Portland Which highlighted the attractions and was very well planned

Peter suggested George join the committee to be in the loop

And with Elizabeth, Peter ensured we felt part of the group

It was in September when Peter rescued us in front of the Genoa pub

Which unfortunately was closed, and so offered no grub Our Silver Ghost had broken down to our dismay As we turned towards Mallacoota off the Princes Highway

Peter delivered us to Merimbula for a 20-Ghost tour Where we gained special memories, which will endure Peter arranged with members so that we had rides And delivered us home being the best of guides

Peter welcomed us to the Yacht club in Sandringham For Christmas lunch where he outlined the programme We saw him in Tyabb at the air show and the Pakenham races

And on the tour in Creswick where again we touched bases

Peter was an excellent Chairman and leader most fantastic

About vintage cars and farming he was most enthusiastic Peter's positivity and warmth are easy for us to recall Peter you will be missed; So, Rest in Peace from us all



Peter with Elizabeth and (the late) Kerrie Ely on the National Tour to Mudgee, New South Wales in October 2010.



Peter addressing the Christmas Lunch at the West Brighton Club in Victoria, December 2014.



National Tour, Mudgee, October 2010, 'Dress to Impress Dinner', David Jones, Peter Crauford and David Berthon.



Day run to Mount Macedon, Victoria. Bruce Humphries, Peter Crauford and Richard Shenfield are pictured in July 2015.



Peter Crauford with his Park Ward bodied Silver Ghost chassis 38EM. Peter always loved cars fitted with unusual coachwork. The photo was taken at the Creswick Rally in 2019.

1933 Rolls Royce Phantom II, Chassis 112PY

Alan Maden

I purchased this rather magnificent example of a Phantom II limousine from Mr Trevor Pickering of Lowden, Western Australia in December of 2014. The car retains the original bodywork: a Park Ward Limousine in maroon and black.

Trevor purchased the vehicle out of Sir James Cayzers estate via P&A Wood in the UK. The import approval is dated 25 July 2012. On arrival in Australia, 112PY spent a brief period of time in Western Australia as a wedding/winery tour/special event chauffeur-driven hire car until my caretaker role commenced some two years later. Not long after I took possession of the vehicle, my son Leigh was getting married to his fiancée Megan at Stones winery in Yarra Glen. He asked me to drive the bride and father of the bride from Montmorency to Yarra



Kay and Alan Maden aboard their Phantom II, chassis 112PY.



Glen on the big day. Not yet being accustomed to the car, I filled up the tank on 112PY and did a couple of practice runs to Yarra Glen to make sure I knew where to go and became familiar with the car. The big day came along and I duly picked up the special guests and headed for the hills.

Unfortunately, I underestimated the heavy fuel consumption, assuming that there would be plenty of fuel left in the tank for another run. I was wrong and we ran out of fuel half way to the venue. Part of the previously planned logistics was that the bridesmaids were to follow along behind in my VW Touareg, and luckily, they pulled over at the same time that we did to see why we had stopped. Prior to arriving at the winery, the bridesmaids were to be transferred into my 1933 Auburn, which had been delivered earlier that day to a friend's (Barry Walters) place in Yarra Glen, just two minutes from the venue. With the Phantom II out of action, everyone was crammed into the Touareg, with the bride and father of the bride in the boot area. My brother Steve was left behind with the Rolls-Royce, not sure of what would happen next. We arrived at Barry's house in Yarra Glen and instead of the bridesmaids swapping into the Auburn; we transferred the bride and her father into the Auburn, with the rest of us staying in the Touareg. Although the bride and her father were in the wrong car, which confused a number of onlookers, they duly arrived in the Auburn just in time to commence proceedings. In the meantime, without my knowledge, my future son-in-law Ricky Foote generously took 20 litres of fuel up into the hills and found Steve waiting patiently with the Rolls-Royce. They transferred the fuel into the tank and Steve headed directly to Stones hurtling down the mountain at a cracking pace. He walked into the chapel as the bride and groom were exchanging vows. Barry Walters also ran down to Stones after the wedding with some additional fuel.

From that day on, I have been paranoid about filling the fuel tank each and every time the car goes out of the garage, no matter how short the distance. With lesson learned, I had a successful day two years later on my daughter's wedding day with not only 112PY, but also our PI, chassis 89HC and Silver Ghost 65LK, all with their fuel tanks full to the brim.

Although I don't know the early history of 112PY; most of the vehicle's life was spent in the Rolls-Royce collection of Sir James Cayzer who never drove a car but appreciated the fine engineering and quality offered in a Rolls-Royce. He was a bon vivant and confidant of the Queen mother, and I believe (totally fabricated in my mind) that Sir James and the Queen mother had shared many trips in the magnificent limousine 112PY. Sir James Cayzer, Baronet, was born 15 November 1931 and passed away 27 February 2012. As we can deduct from the date on Trevor Pickering's import approval, P&A Wood wasted no time in selling off the vehicles belonging to his estate; as 5 months after Sir



The engine was rebuilt by Rowan Bott, pictured on the left, and Warwick Horwood on the right.



1933 Rolls Royce Phantom II, Chassis 112PY (Cont.)

Alan Maden

James passed away, 112PY was on a ship bound for Western Australia. Since taking on custodianship of 112PY, I have had the engine fully rebuilt, the clutch replaced and the radiator rebuilt, all by a talented but incredibly unreliable mechanical engineer Rowan Bott. He was ably assisted by a much more reliable mechanic Warwick Horwood utilising my own workshops in Lower Plenty. When it was all back together, after 12 months of frustration cajoling and trying to convince Rowan into turning up to work occasionally, the engine looked magnificent. Generally, my engineer had done an excellent job, but the rear main seal had been damaged during reassembly. As I was no longer prepared to put up with the unreliability of my engineer, I decided to send it to Simon Elliot at Derby works on a flat bed, where they sorted out the rear main seal in no time.

The following is a brief summary of Sir James Cayzers rather privileged life.

Sir James Cayzer, 5th Baronet.

Heir and philanthropist;

Born: 15 November 1931; Died: 27 February 2012.

Sir James Cayzer, who has died aged 80 after a short illness, was one of Scotland's wealthiest men and a noted philanthropist whose later years were marred by a bitter dispute with relatives over the family fortune.

A friend of the late Queen Mother, he was a bon viveur who devoted a lot of his time to entertaining friends and associates at the family estate, Kinpurnie Castle, near Newtyle in Angus, and at various venues around Europe – from his suite at Claridges to St Moritz and St Petersburg. Despite his renowned love of the good life and his famous lunches and dinners, Sir James was abstemious and did not drink, smoke, drive, shoot or ski, and ate simply at home.

The second son of Sir Charles Cayzer, 3rd Baronet, who was a pre-war Conservative MP for Chester, he was educated at Eton and inherited his baronetcy aged 12 from his brother Nigel, a lieutenant with the Scots Guards who was killed in action at Salerno in 1943. In 1962 Sir James was engaged briefly to Lady Anne Maitland, granddaughter of the 15th Earl of Lauderdale, but the marriage was called off and he remained a bachelor for the rest of his life.

The family's wealth was built on the work of Sir James's great-grandfather, Charles William Cayzer, a schoolmaster's son who went to sea as a teenager. He eventually settled in Bombay and bought a steamship, the Clan Alpine, in 1878. Operating out of Liverpool, the Clan Line became a great shipping company and Charles Cayzer was made a baronet and bought a Scottish estate for each of his six sons.

The founder's last surviving son, Lord Rotherwick, established the Cayzer Trust in 1948 and Sir James was one of the largest individual shareholders.

He had never taken an active role in the family business but when Lord Rotherwick died in 1958, Sir James inherited his seat on the boards of the trust and Caledonia Investments, which in turn controlled the shipping firm, then known as British & Commonwealth.

Until the late 1980s, the Cayzer interests were expertly managed by Sir Nicholas (later Lord) Cayzer, a grandson of the founder, who diversified into financial services, aviation and hotels.

Control was handed down to Lord Cayzer's nephew and before too long tensions were rising over the way the trust and Caledonia were being managed, and in particular the restrictions which allowed family members to sell their trust shares only to other members at a substantial discount.

Sir James had sold some of his trust shares in the early 1990s but his holding was still worth around £30 million when in 2001 he was thrust into the spotlight as leader of a group of cousins seeking to reform the trust, a row which led to him resigning from the board.

Amid rumours his extravagant lifestyle had left him short of funds, Sir James arrived at the extraordinary general meeting of the trust in the City of London in one of his chauffeur-driven vintage cars. The dissidents' motion of no confidence in the trust management was defeated and the row was only resolved in 2004 when Caledonia Investments paid an £88m special dividend, which allowed the cousins to cash in their holdings.

Sir James pledged millions to a range of charities throughout his life, including the Red Cross, the Scots Guards Association, the Soldiers, Sailors, Airmen and Families Association and the Maggie's Centre at Ninewells Hospital, Dundee.

He named as the heir to his estates his sister Angela Galliers-Pratt's second son Nigel, who changed his surname to Cayzer in 1982 and took over Sir James's seat on the Caledonia board in 1988. His cousin, the 3rd Lord Rotherwick, is heir to the baronetcy.

Despite his passion for old cars he never learned to drive but was regularly driven to his local supermarket in Dundee in a 1933 Rolls-Royce Phantom II, to the amazement of fellow shoppers.

Nigel said: 'He was delighted to take it to Tesco, where it would be parked alongside other cars ... the drivers would turn their heads in amazement at a vintage Rolls-Royce appearing alongside them. He knew everything about that car and had a wonderful knowledge of Rolls-Royces: their history, who owned them and how they operated.'

Article from the *Scotland Herald* 1st March 2012



Alan has a spacious garage setup with two hoists and plenty of headroom. Phantom II, 112PY, is alongside Alan's 1925 Phantom I, chassis 89HC.



Australian Patriots, Part Two

Ian Berg

The 1st Armoured Car Section of the AIF

During the early stages of World War One, a number of Australian motoring enthusiasts began to see the potential for armour-plated motorcars. It is quite possible that they were inspired by the Rolls-Royce armoured cars which were being used by the British in campaigns in Europe and the Middle East. In 1915, Lieutenant Ernest James proposed that armoured cars should be used by the Australian Imperial Forces (AIF).

Prior to the war, James had served with the Australian Military and was a Lieutenant with the Reserve of Officers. He was also an engineer and great enthusiast for the motorcar. James wrote to the Minister of Defence with an offer to establish an armoured car section for the AIF. At first there was considerable reluctance. However, following his sourcing of suitable design ideas the AIF finally accepted the proposal.

Powerful and robust vehicles were required in the expectation of hard service as armoured cars. This was a time of tremendous patriotism and support for the war effort, and a group of like-minded enthusiasts decided to donate their own vehicles. A 50hp Minerva, a 40hp Daimler and a 60hp Mercedes were all given as was a New Hudson motorcycle. These then formed the basis of the 1st Armoured Car Section of the AIF.

The Minerva was donated by Solomon (Sol) Green. Green also owned a Rolls-Royce, chassis 1853, which he had already loaned for use during the war effort. This was used as an ambulance. See the Spring edition of the *20-Ghost Gazette* for Green's story. Percy Cornwell of Coburg donated a Mercedes, and Ivan Young of Nhill donated his Daimler. Cornwell and Young were expert mechanics, and they offered to be a part of the new section. As a result, in March of 1916 Cornwell and Young were both gazetted as officers of the section. Lieutenant James was to be in charge of the section and Lieutenant Cornwell was second in charge.



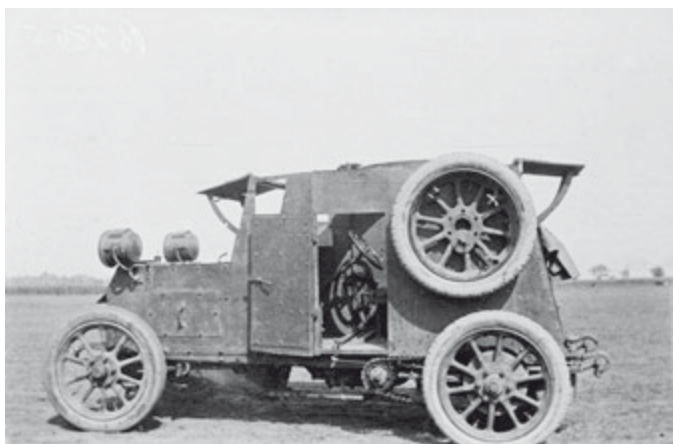
A group portrait of the 1st Armoured Car Battery taken at Royal Park in Victoria.



The handing over ceremony of the armoured cars took place at Victoria Barracks.



Box-bodied Rolls-Royce cars of the Light Armoured Battery preparing to leave on a reconnaissance of Baharia Oasis.



The Mercedes with turret removed. Note the interior of the vehicle.



The Daimler stuck in the desert sand. This happened frequently.



Desert repairs required of a box-bodied Rolls-Royce. At a minimum, the vehicles always travelled in pairs.

Australian Patriots, Part Two (Cont.)

Ian Berg



A Rolls-Royce armoured car. Percy Cornwell is on the far right.

Costs involved in the conversion were met by the donors of the cars and others. Vulcan Engineering Works of South Melbourne was commissioned to convert the cars and much of their work was done at no charge. Other firms also provided labour and materials. The Daimler and the Mercedes were extensively modified over a five-month period. The original coachwork was removed, and the vehicles were fitted with heavy armour plating and Colt machine guns. The Minerva was little modified as it was intended to be the tender vehicle for the section. A sidecar mounted with tripod and Colt machine gun was fitted to the New Hudson. James, a practical engineer and expert gunner, was responsible for the design of the vehicles. He also maintained oversight of their construction.

The Mercedes, named 'Silent Sue', was loosely based on the design of the Rolls-Royce armoured cars and incorporated a fully enclosed turret. This contrasted to the Daimler which had a gun shield with side wings but no rear protection. It was christened as 'Gentle Annie'. Both were otherwise fully enclosed, and every mechanical part could be accessed from inside.

Following road trials and testing at Port Melbourne, the completed vehicles were presented to the Minister of Defence Senator GF Pierce at Victoria Barracks on 6 May 1916. The section left Port Melbourne in June on HMAT Katuna (see photograph Spring edition *20-Ghost Gazette*). They arrived at Port Tewfik, on the Gulf of Suez, Egypt in August and were attached to the 2nd Light Horse Brigade. Shortly after, they entrained for camps in Southern Egypt. The Brigade was there to

assist the British in the Middle Eastern campaigns. Objectives included the defence of the Suez Canal and the Sinai Peninsula against the Ottoman Empire and a miscellany of Arab forces.

The section was retitled as the 1st Australian Armoured Car Battery to be consistent with the British units who were operating out of Minia. The Australians joined up with the British forces and worked in very close conjunction with the Imperial 11th & 12th Light Armoured Battery. The British were equipped with Rolls-Royce armoured cars which were fitted with light Vickers machine guns. They also used box-bodied Rolls-Royce cars for reconnaissance work alongside the armoured cars. These were the envy of the Australians who had a relatively mixed group of vehicles at their disposal. Early operations extended into the Baharia Oasis and through the Western Desert

Unfortunately, the Daimler and the Mercedes were found to be very heavy in the conditions of the desert and frequently got stuck in the sand. The vehicles were then fitted with additional rims and tyres. However, they continued to bog down in the soft conditions, and with a shortage of spare parts, quickly became unserviceable.

In December of 1916, the section returned the armoured cars to base and was re-equipped with six Ford light cars fitted with Lewis machine guns. Over a two-week period, the Fords were modified and considerably lightened by the crews who also undertook training in the use of the new Lewis machine



The delivery of Fords in December 1916. These were then prepared by the section for use as patrol cars in the desert.

guns. At the same time the section was again re-titled as the 1st Australian Light Car Patrol. The Australians then had a number of Fords and motorcycles but no longer had their own armoured cars. They relied on the British batteries which were equipped with Rolls-Royce vehicles. Evidently, the Australians and the British shared equipment freely and the Australians were often using and maintaining the Rolls-Royces.

Working in conjunction with the British in early 1917, the Light Car Patrols carried out reconnaissance work. They operated in the Sudan and the Western Desert. The objective was to support the Light Horse Brigade and rout the Senussi rebels who were operating in the area. The patrols were very demanding on the men and the vehicles. There were no roads, and the desert conditions were extremely challenging. Crews had to be self-sufficient, and it was a requirement that each man be equally skilled as both a driver and a gunner. They also had to be good mechanics. Many breakdowns were experienced, and repairs were undertaken under very harsh conditions. Fortunately, most of the crew were very competent. Lieutenant Percy Cornwell appears to have been one of the better ones.

To be continued in the Autumn 2021 issue of the *20-Ghost Gazette*

Acknowledgements:

Photographic collections of the families of Ivan Young and Percy Cornwell held by the Australian Tank Museum.

'Pioneers of Australian Armour in the Great War' by David Finlayson and Michael Cecil, with particular thanks to David Finlayson.

Australian War Memorial.

Alan Meredith.

Auckland Library.



A Ford running up an incline of loose rubble soon after its preparation for service with the Light Car Patrol.



A Rolls-Royce armoured car with half the revolving turret removed in order to improve ventilation in the desert conditions.

Percy Cornwell

Percy Cornwell was a very good mechanic and engineer. His skills were put to use with the maintenance of the Fords and Rolls-Royces of the allied desert campaigns. The vehicles needed frequent maintenance, and sometimes major rebuilds, given the arduous work they were required to undertake.

Prior to the war Cornwell had shown a great interest in motorcar and motorboat racing. He owned a number of Mercedes in the period, and he raced them when he could. In April of 1913, Cornwell took a Mercedes to Auckland. This car was thought to be a converted road car and reported as being a 100hp model. He participated in a demonstration run of three miles around the Dominion Cricket Club (Alexandra Park). Unfortunately, a tyre burst on the third lap of the run, and at a speed of 65mph the car slid into the fence. Cornwell was thrown from the Mercedes but not seriously injured. His mechanic struck the fence and sustained rib injuries. Damage to the car was limited to the wheel and minor body damage, and it was returned to Melbourne for repair.

Undeterred, in November of the same year he raced his 90hp Mercedes (possibly the same car) at Richmond Racetrack in Melbourne. This was one

Australian Patriots, Part Two (Cont.)

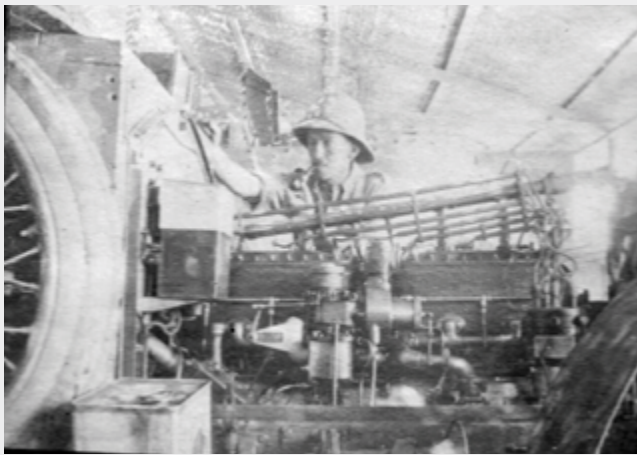
Ian Berg

of the first motor races held in Australia and was expected to be a forerunner of future such events. For the first run Cornwell loaned the car to another driver, and he acted as the mechanic. Later in the day he drove his car and raced against another Mercedes, a 120hp model, owned by Rupert Jeffkins. The circuit was a dirt track normally used for horse-racing and was a half a mile in length with no banking. The race was conducted in heavy rain, and very high speeds could not be achieved. For the sake of safety, the race was called off part way though, and the £80 prize money was split. Other races during the day included cycle cars and motorcycles. The crowd of 17,000 was thought to be the largest ever at the venue. It was

expected that with such popularity there was surely a need for a dedicated motor racing track to be built.

Cornwell was a successful businessman and proprietor of the Cornwell Pottery Works in Brunswick. He was also a great patriot and donated his services and one of the cars for the use of the 1st Armoured Car Section. He also assisted with the construction of the vehicles and the training of the new section.

Following the war, Percy Cornwell returned to his role at the family business, Cornwell's Pottery Works. Following the war he married and moved to Ivanhoe. He died in 1962, aged 85.



Percy Cornwell working on a Rolls-Royce box car at a desert camp in Egypt in 1917.



Percy Cornwell's Mercedes following the accident during the demonstration run in New Zealand when it slid into the fence rails.



Percy Cornwell is pictured, arms folded, in front of his 90hp Mercedes at the Richmond Racetrack in December 1913. (Australian Motorist, December 1913)

Phantom III Cars In Australia Between 1936 And 2020, (Part One)

Steve Stuckey

In discussion with the esteemed editor, I offered to provide some snippets about Phantom III cars that have been imported into Australia since the first year of production and today. Some came here and stayed, some have since been exported. By my count there have been 40 such examples, which is a reasonable proportion of the total production of 727. I will be providing snippets on each of the cars, including some Australian owners, and as far as possible original or at least period photos of the cars. They will be presented in chronological order by their arrival in Australia as far as I can make out. Naturally my research may have missed one or two. And I must acknowledge the work done by other historians of pre-war cars, such as Tom Clarke and David Neely.

The editor will be including these histories over the next few issues. I am of course happy to receive corrections and additions to my histories including, of course, cars that I may have missed.

No. 1 - Chassis 3AZ204, in Australia since late 1936

This chassis was sent off test at the Derby factory on 10 August 1936. It had been set up for Australian coachwork, seating up to seven passengers, and was shipped without tyres. Agents Tozer, Kemsley & Millbourn shipped the car from London to Melbourne aboard the SS *Moldavia* on 3 September. Used to fulfil an order from Australian agents Kellow-Falkiner

Pty Ltd dated 7 October 1935 it was initially to be for industrialist, confectioner and philanthropist Sir McPherson Robertson (1859-1945) but that was cancelled. So, on arrival in Melbourne the chassis was held as Kellow-Falkiner stock. In May 1937 3AZ204 was the only Phantom III to be exhibited at a pre-war Australian motor show, even if it was only as a chassis. Held at the Exhibition Building in Melbourne the Argus described it as follows:

The most expensive and most powerful car in the show is almost certainly the Phantom III Rolls-Royce chassis shown by Kellow-Falkiner Pty Ltd. It is an enormous piece of machinery finished with the precision of a high-grade watch. Rated at 50.7 horsepower and developing about 200 horsepower it has a V-type 12-cylinder engine, independent front suspension and a wheelbase of 11ft 10in.

The chassis alone is priced at £2,850 plus tax.

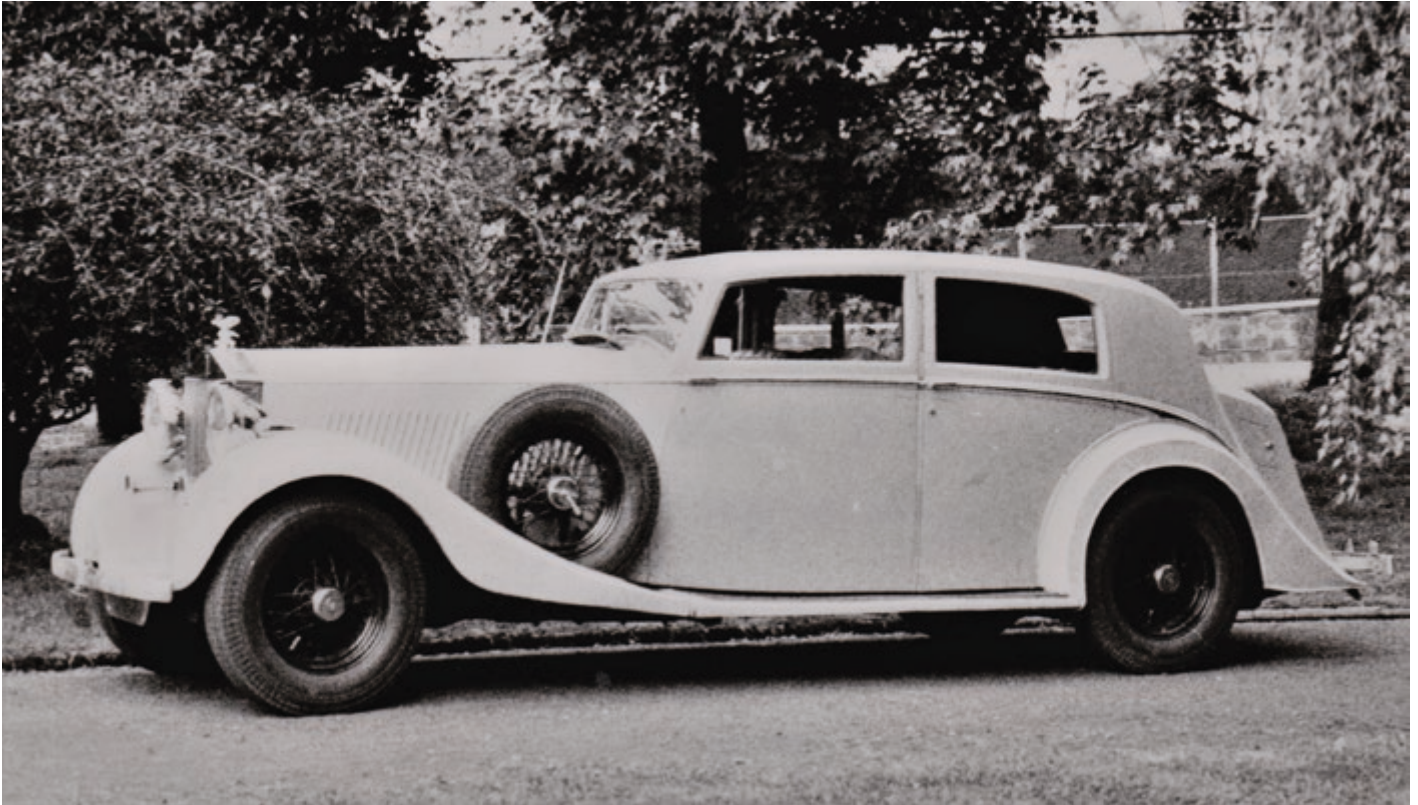
The chassis remained on display at the dealers, unsold, until later in 1937. At that time Sydney businessman Julius Lewis Glick (1867-1944), a draper, broke down whilst driving his Silver Ghost 96NE, a Jackson, Jones & Collins tourer, near Melbourne. He went into Kellow-Falkiners and bought 3AZ204, commissioning them to build a limousine body on the chassis. According to Rolls-Royce employee Bert Ward's account in *Praeclarum* in December 1975, Glick was a very tall man and disliked the low body on 3AZ204 when he



Chassis 3AZ204 with its Kellow-Falkiner limousine body, outside Appleby & Ward in Sydney, when owned by Charles Todman (Stuckey)

Phantom III Cars In Australia Between 1936 And 2020, (Part One)

Steve Stuckey



3AZ204 with the H J Mulliner saloon body from 3CP146. Photo taken in 1963 when owned by Achalen Holmes (Achalen Holmes)

took delivery in March 1938 (the Rolls-Royce guarantee on the car is dated 7 March 1938) and disliked the clutch and weak front suspension on the drive back to Sydney. The suspension was modified in Sydney by Appleby & Ward, and the clutch relined, but Glick still disliked the low body and reverted to his Silver Ghost.

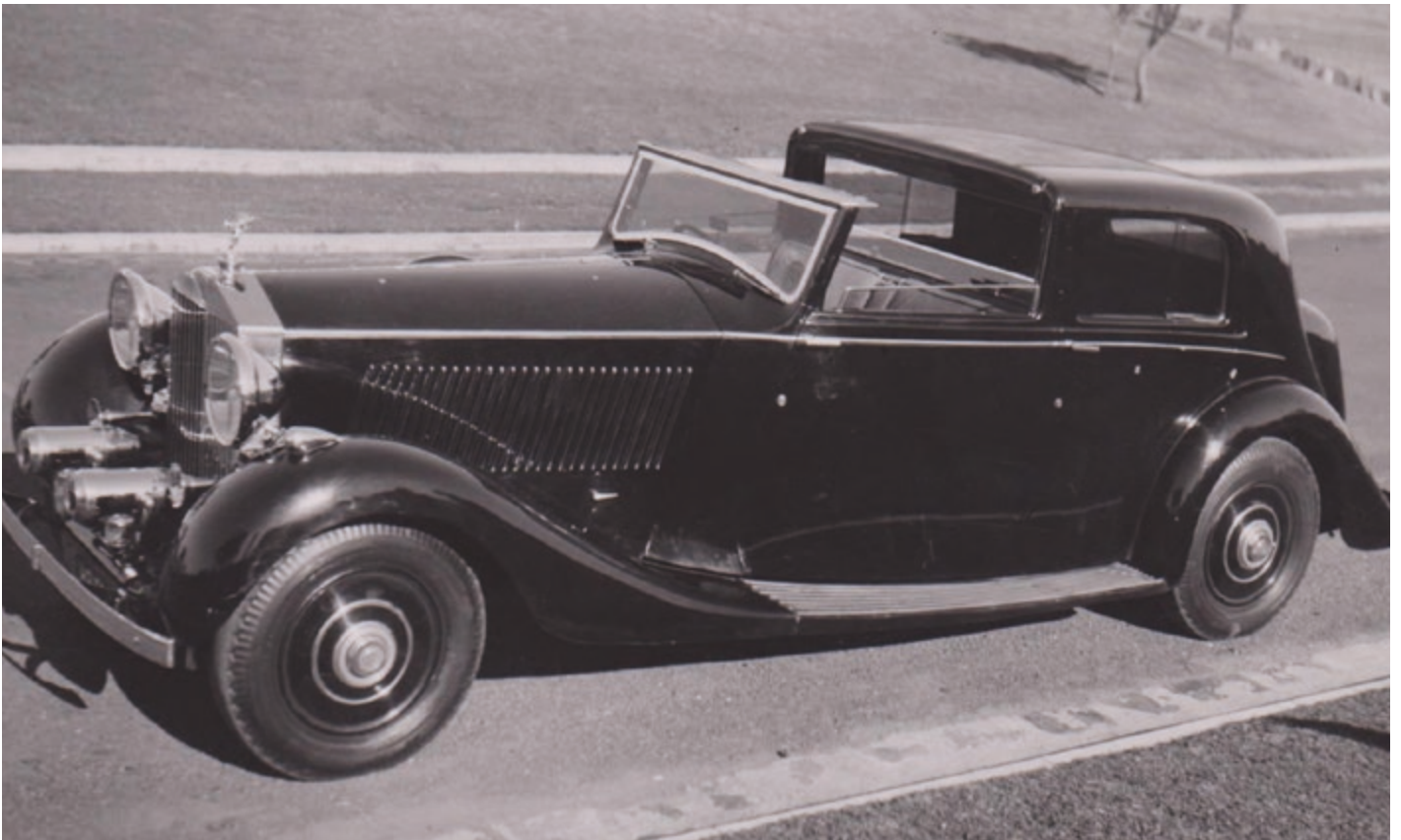
In May 1938 3AZ204 was sold to Charles Ingram Todman (1882-1958) of Edgecliff in Sydney, and his personalised number plate CT-562 affixed. He had the division and occasional seats removed and an adjustable front bench seat fitted. The car saw little use until 1952 when Todman sold it to Appleby & Ward. 3AZ204 was purchased in August 1952 by CH Bucknall, a grazier of Quambone Station near Gulargambone in NSW.

Anticipating in part the history on the third Phantom III to come to Australia, 3CP146, suffice it at this time to say that in 1954 Bucknall bought the remains of that car and had the much more attractive body from the scuttle back transferred to chassis 3AZ204 (presumably the limousine was scrapped), along with its smoother gearbox. 3AZ204 with its new body was repainted grey and later in 1954 passed to Douglas Wentworth Bucknall (1905-1968), probably C H's nephew. Later owners were John Fisher Pollard in the early 1960s, then in 1962 into 25 years with Hal Venables, John Ham in 1987, Achalen Holmes in 1992, David Crichton in 1995, and Geoff Holt between 2005 and 2020. It remains in Australia, the only Phantom III to have spent its entire existence here.

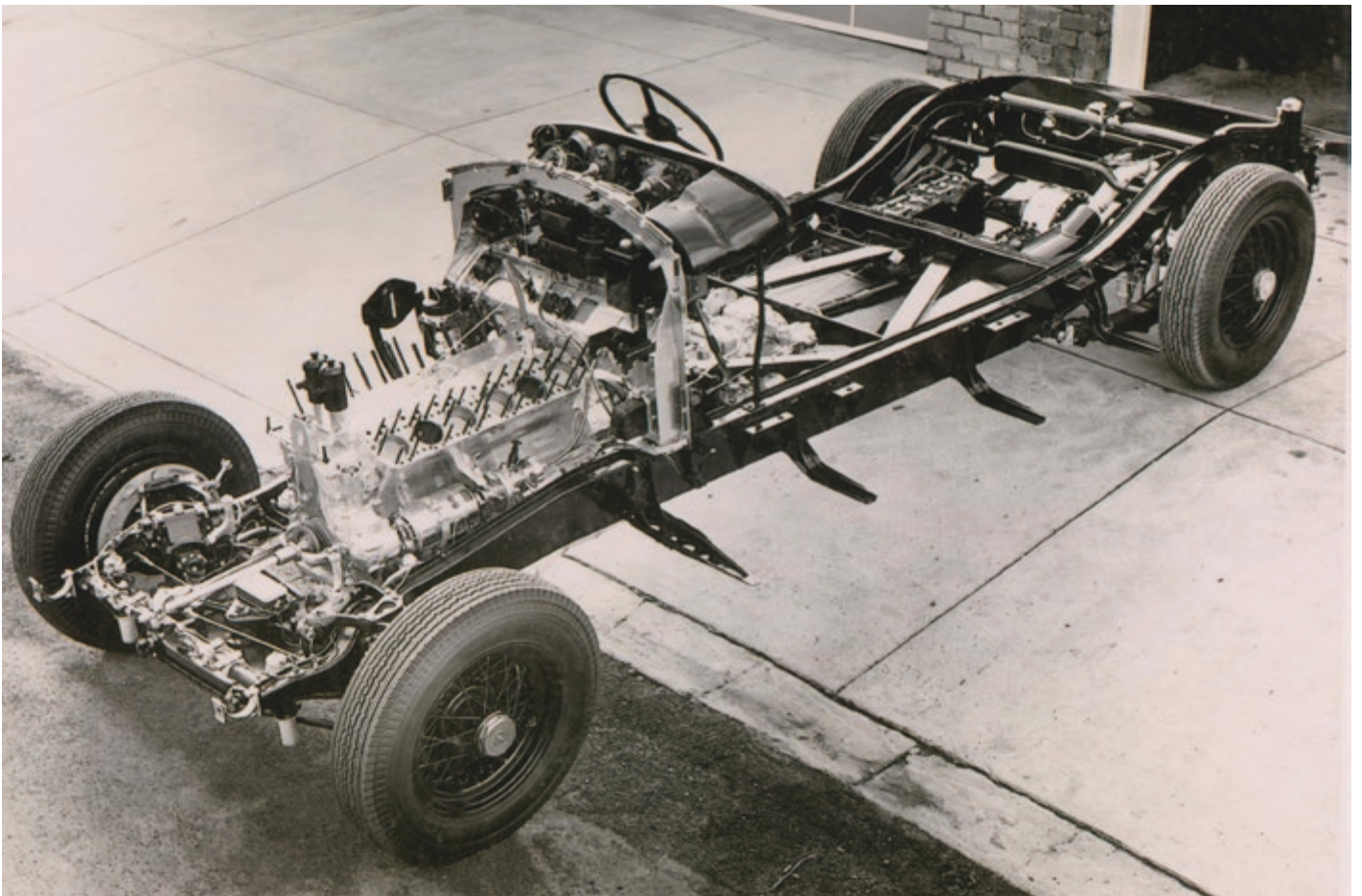
No. 2 - Chassis 3AZ56, in Australia from early 1937 to 2003

This chassis is a very early one. The Phantom III was announced in October 1935, although production chassis were not sent to coachbuilders until mid-1936. It is perhaps surprising then that this chassis was used to fulfil an order in London from Rootes Ltd, dated 1 July 1935. It was over a year later – 18 July 1936 – that the chassis left the Derby factory, one of very few of the first series (AZ series) to be consigned overseas. It was fitted with Marchal lights in place of the standard Lucas set. On 29 July the chassis was sent to Thrupp & Maberly, who built a sports sedan de ville finished in black on the chassis, a design unique on this Phantom III. On 30 October the complete car was shipped to Melbourne aboard the SS *Cathay*, probably arriving early in 1937. The car was to complete an order from Alfred Michael Nicholas of Melbourne (born 14 September 1881). He was founder, along with his brother, of the Aspro pharmaceutical company, and had owned New Phantoms 50OR and 59OR, 20/25 GBJ78 and Bentley 3½ B14FB, the last two cars also bodied by Thrupp & Maberly.

It may well be that Alfred Nicholas never got to see his car, as he died on 26 February 1937, and ownership according to Kellow-Falkiner Pty Ltd records passed to Mrs Isobel Lorden Nicholas. On 8 February they received a letter from Rolls-Royce in Derby with improvements they wished carried out on the car, which included a new petrol pump, new high-tension cables



3AZ56 with its original black Thrupp & Maberly sedan de ville body. Note the unusual driving lights (Stuckey archive)



3AZ56 during restoration by Don Busch (Stuckey archive)

Phantom III Cars In Australia Between 1936 And 2020, (Part One)

Steve Stuckey

and modifications to the carburettor. On 8 March 1937 Derby wrote ("per Air Mail") again to Kellow-Falkiners, who had written about complaints from the Nicholas family about "pitching" of the front suspension, and they recommended amendments to the front dampers. A month later Kellows reported that Morris Nicholas had written complaining of bad wheel wobble and steering kicking, especially when driving alongside tram tracks; new front suspension parts were despatched by air. It can be assumed that addressing these issues fixed the problems (which were not uncommon to early Phantom III chassis).

In December 1949 the car was sold to Lt-Colonel Dr Harold Gengoult-Smith of Melbourne and after another owner was purchased at auction in April 1957 by Don Busch who removed the body and undertook a detailed restoration of the chassis, including the fitting of Silver Cloud power assisted steering. Dr Leighton West bought 3AZ56 in 1961 and his widow sold it to Jack Jeffrey in 1971. Its next owner was in June 1973 to Sir Lionel Hooke of AWA, and thence to his son John. Unsold at auction in Sydney in 1971 and 1973 the car was shipped to the UK in 2003 and in 2005 was sold to New Zealand, where it remains.

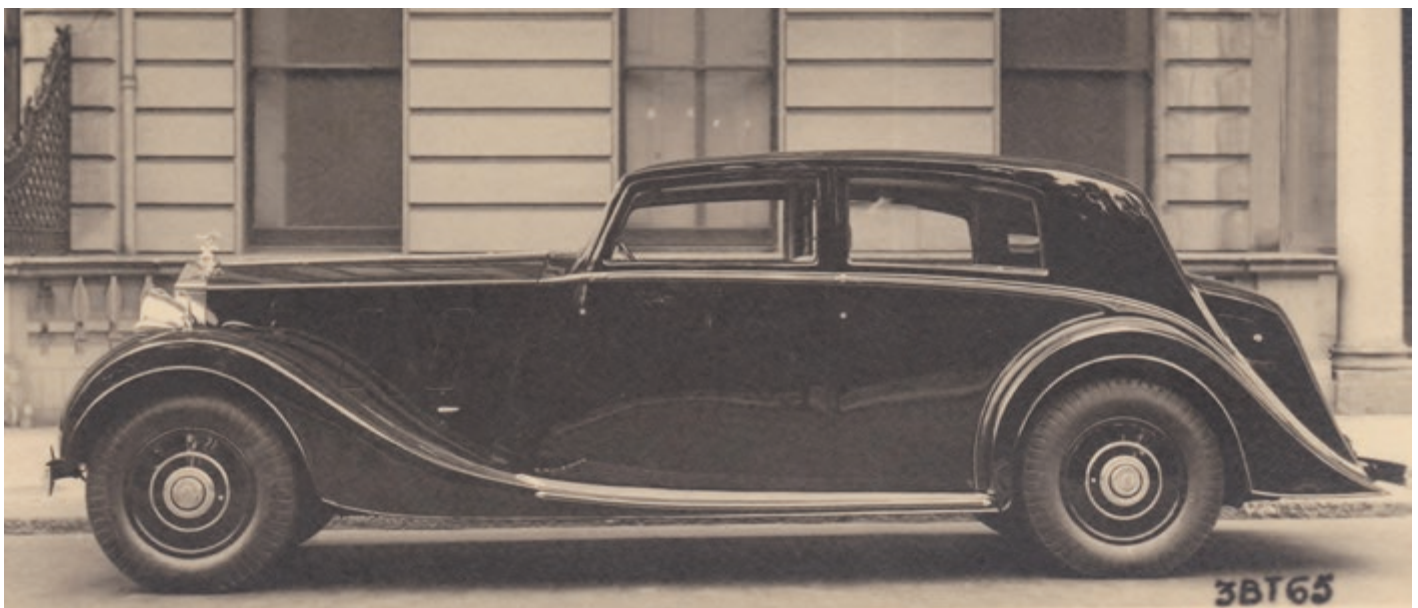
No. 3 - Chassis 3CP146, in Australia from late 1937 until destruction in 1952

This car had a short but noteworthy life. It was originally ordered by Jack Barclay Ltd in London to hold as stock and was fitted with one of those delightful HJ Mulliner saloon with division bodies, painted black with a silver picking-out line, grey leather upholstery and

dark walnut woodwork with silver stringing. Delivered on 21 September 1937 with London registration EJJ 20, it was in the Barclay showroom on 6 October when it was bought by Sidney John Field (1885-1953), one of Australia's leading graziers and meat wholesalers. Field lived at 4 Telegraph Road in Pymble, a suburb in northern Sydney (and had been party to one of Australia's most notorious divorce cases in the early 1930s). He also had a London address at Landsdowne House, Berkeley Square. Field paid £2,800 for his Phantom III, including £1,200 as a trade-in, using his Phantom II 14SK, a Gurney Nutting fixed head coupé which he had bought as a used car (he also owned Phantom II 26XJ, a Barker limousine de ville, also as a used car). On 13 October Field loaded his Phantom III onto the SS *Queen Mary* bound for New York. From there he drove the car to California and had it shipped to Sydney. Registered with NSW number CF-222 the car was kept by Field until 1950 when he sold it to Neville Bishop of Palm Beach in Sydney who had his personalised number NB-666 attached to the car.

On Boxing Day in 1952 Bishop had an accident in the car, hitting a wall on his way to the pub (!). The front was destroyed, and 3CP146 was transferred to Appleby & Ward. In 1954 C H Bucknell (owner of 3AZ204, above) bought the remains of the H J Mulliner body, from the scuttle back and transferred the saloon onto 3AZ204, along with the gearbox. Appleby & Ward scrapped the chassis and various parts were sold to others, including the engine to George Sevenoaks (it is now reported to be in a Bentley racer).

To Be Continued



This is how 3CP146 would have looked prior to its destruction, from the scuttle back at least. This is actually 3BT65, to the same design as 3CP146, when for sale by Jack Barclay Ltd. in 1937. (Stuckey archive)

GAE15 - A Lovely 20/25 That Has Given Me So Much Pleasure

Bryan Harper

I have often been asked why I like my 20/25 GAE15. In short, she is a lovely car that is a delight to drive, but as that is a rather trite statement, I will endeavor to expand on the theme.

Some years ago, Sheila and I decided that we needed a car that would supplement our Ghost 65LK. These were the occasions when we needed greater comfort. Keeping warm without having to dress as though for a North Pole visit and keeping dry without having to dress as though for a Sydney Hobart race would be an advantage. Thinking about this is one thing, but doing something about it is different because it brings up the point of what would be the best choice of car: A Rolls-Royce of course.

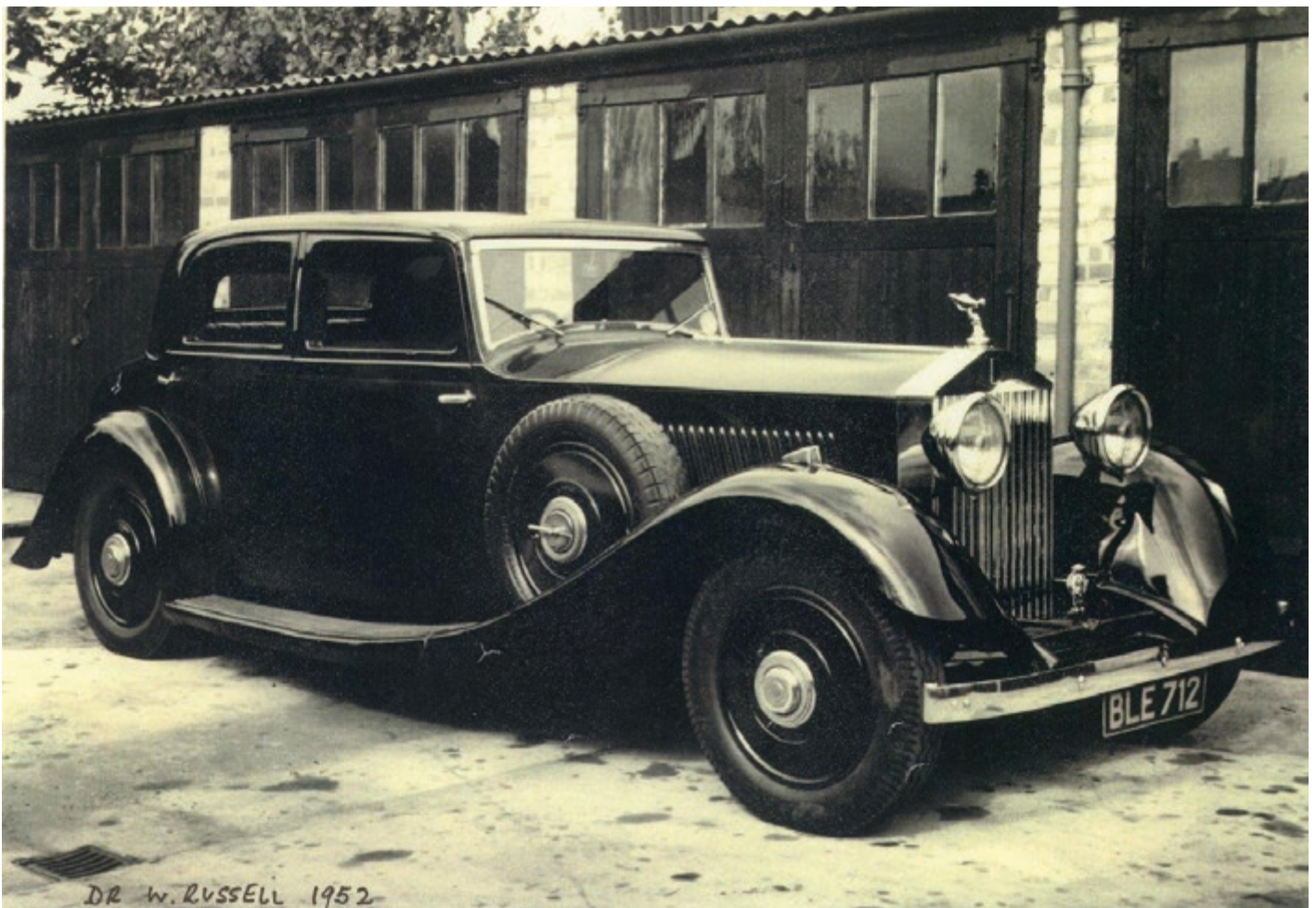
In my younger days, I always thought well of those folks who had Phantoms, chauffeur driven and mostly for 'her' daily use and 'his' business use. These may have been alongside a 20/25 for 'their' weekend use and touring holidays, typically through France and Italy. Those were wonderful days.

The big Phantoms were all very well and luxurious, but they were not handy cars. I know this for my Grandfather had an enormous Hooper bodied Limousine de Ville PIII, chassis 3BT159, which could not compete with the practicality of the 20/25.

The 20/25 was the first Rolls-Royce of the modern era and was quite different to the 20hp, which I think of as a scaled down 40/50. For a start, the number of components that were not designed and made in house increased dramatically, the engine was now giving a reasonable power output. The gearbox embraced synchromesh gears which was a real treat for those who were mesmerized by the notion of clutch manipulation.



Chassis GAE15 photographed in 1938



Chassis GAE15 is photographed in 1952

GAE15 - A Lovely 20/25 That Has Given Me So Much Pleasure (Cont.)

Bryan Harper

These attributes and others certainly have value today, and they enable any well fettled 20/25 to keep pace with modern traffic conditions and to be a joy to drive.

After considering all the issues pertaining to the purchase of another car, we went in search of a suitable 20/25 and very quickly found that there were not many for sale that were worth buying. Seller's expectations were just not compatible with the fact that in nearly all cases substantial sums of money would be needed to bring cars to a reasonable standard. Most needed new heads, all needed to have their engines and gearboxes overhauled and this was without considering bodies and upholstery. It became clear that in Australia all the worthwhile 20/25's were 'well held' and not likely to become available during our self-imposed window of opportunity.

Off to England. We soon found our car in the for-sale segment of the RREC magazine. She was just what we needed: a 1934 Hooper Sports Saloon which is the epitome of the design style and in fully restored condition.

The history of the restoration can be found in RREC bulletin 214. We have the bills for all work done and pictures of every stage of the rebuild. This car had been well used from 1934. It passed through the hands of four owners until 1967, when it was lying derelict under a tarpaulin and advertised for sale for £100. She was in a very sad condition but complete in every detail including the mascot which is original to the car. This originality and completeness is worth considerable money, as many of our friends with hands on restoration experience can attest to.

After 26 years of restoration, including 12 of no activity, she was sold to be a wedding hire car. However, because of her colour she was not in high demand and was put up for sale and, as it turned out, was sold to us. We brought her to Australia in 2002 at which time she had 7,000 miles from completion of the rebuild.

As Australian rallies tend to be over longer distances, 500 miles and more is common, we arranged for Fiennes to install an overdrive, and later we added a heater. We now had a very comfortable fast touring car that is an absolute joy to drive.



Photographed in 2010 and now fitted with horns, wheel covers and a rear bumper.

GAE15 was off test in 1934 and was sold to Hooper's to be fitted with their Standard Sports Saloon body. The car was displayed on their stand at the Olympia Motor Show of that year. The body was No 8147 made to design 5790. Tom Clarke lists 26 bodies of this design built between 1933 and 1935. It was preceded by design 5410 and followed by design 6110. Body line improvements can be seen from one design to the next in the pictures used by Tom Clarke in the three editions of his authoritative listing of known 20/25's.

Hooper's embellished their bodies in small ways, and I believe this was done either to order or for their own purposes to give more importance for the occasion of the 1934 London Motor show. In this connection, GAE15 was provide with charming art deco side lamps and additional scroll work to the paneling of the doors and top of the dashboard.

GAE15 arrived in Australia in August 2002 with the odometer reading 98,528 miles, which was 6,928 miles from restoration in 1994. The car was complete and very original except for the spare wheel cover which was missing and the addition of wheel discs.

Correct horns, fog light, spare wheel cover and rear bumper were sourced from English suppliers to give a more appealing image.

After a few short 20-Ghost Club runs we drove to McLaren Vale in 2009 for a longer rally, and on the homeward run of 497 miles we averaged 44 mph and 15.83 mpg. The next year 2010, the big rally was to Mudjee and on the return of 613 miles we averaged 51 mph and 14.86 mpg. These were one stop-over drives and within the posted speed limits. By 2016, the car was well run in and we achieved 55mph and 17mpg for a 236-mile run from Albury to Beaconsfield. We certainly had a comfortably quick touring car.

The upholstery including the carpets were looking tired and colours were not compatible with the body colour, so in 2007 we reupholstered and re carpeted the car. Other improvements have been made over time including a complete tool collection in fitted trays under the front and the back seats.

One of the finest rallies that we experienced was the 2009 New Zealand tour. Organised by the 20/25 chapter of the English RREC and attended by 12 cars we were taken for a 2,500-mile drive from Auckland to Dunedin and return. This was through the most picturesque mountainous country imaginable.

Rory and Liz Poland came with their 25/30 GRO4 and, interestingly, another car GMP12 a Park Ward 25/30 then owned by Rodney and Jean Marples participated. This car now resides in Victoria in the ownership of John and Carol McQuay.

In 2021 we are looking forward to a South Australian based rally. Hopefully it will be along the lines of those organised by Rory Poland, running up to places like Clare and Burra, that we enjoyed so much in the 1990s.



Pictured in 2010, GAE15 is still wearing its English number plates.

An Early Introduction - Chassis 3BT159

Bryan's introduction to Rolls-Royce was through his maternal Grandfather's ownership c1945 – 1954 of a Phantom III. His Grandfather paid Jack Barclay & Co £4,000 for the car. It was then sold in 1954 to Miss Winnie Smallwood for £1,500. Some years later, Clive Cutler bought the car for his collection. The registration number was EGF 45. It had an enormous Barker Limousine de Ville body.

The photograph was taken in Sutherland Avenue, Wellington, Shropshire, England in 1948.

The chauffeur was Mr Brown who, when we were alone, used to say, 'would the young Master like to take the wheel?' Of course, I did. It was a lovely car to drive, and it had a good turn of speed. All the nasties like hydraulic tappets had been upgraded



Western Australia Christmas Luncheon

Charles Bush

A most enjoyable luncheon was recently held by 20-Ghost Club members at the Sittella Winery in the Swan Valley on Thursday 12 November, 2020.



At the table are front row from left: Roger Fry, Charles Bush, Jeremy Green, Brian Tilbury. Back row: Christine Fry, Diana Bush, Delwyn Green, Maria Tilbury.



Roger and Christine Fry, 1934 Phantom II, chassis 94PY



Brian and Maria Tilbury, 1922 Silver Ghost, In front of the Tilbury 1922 Silver Ghost chassis 4PG are from left: Christine Fry, Brian Tilbury, Roger Fry, Jeremy Green, Delwyn Green, Maria Tilbury, Charles Bush. Behind the camera was Diana Bush.



Charles and Diana Bush's 1936 25/30 chassis GWN36. This car had been imported from California in 2006, and Charles purchased it two years later. The original body was a Rippon limousine, rotten throughout. It was junked, and the car dismantled down to bare chassis with axles, springs engine and gearbox all removed. The chassis was restored, and a complete engine overhaul undertaken by Charles in his own shed. It then went to Roger Fry along with a picture of what Alan had in mind for the coachwork. Then to Matty Henderson for painting and Tony Parker for upholstery. This was a mammoth eight year restoration and is a credit to Charles and Diana.

(Draft) Minutes Of The 2020 Annual General Meeting

Held on Friday 18 September 2020, via Zoom

1. Opening and Welcome

The Chairman, David Davis, declared the Annual General Meeting open at 4.00pm and welcomed all members present.

2. Members Present

24

3. Apologies

John Witts, Geoffrey Down

4. Proxies

None received.

5. Quorum

The Secretary, Ian Berg, declared that a quorum for the meeting was present.

6. Minutes of the 2019 Annual General Meeting

Resolution: That the minutes of the 2019 Annual General Meeting (as circulated – email dated 18 September) were accepted. Carried.

7. Chairman's Report

The Chairman provided his report. It is separately attached. Particular mention was made of the recent passing of our Chairman, Peter Crauford. Peter was a larger than life person and he had a profound influence on the Club for the good. He brought a new vigour into the events and activities which we all appreciated. The Chairman invited members to remember Peter and paused the meeting for a time. The Chairman's report was received and accepted.

8. Election of Office Bearers for the 2020-2021 Year

The following members were nominated, seconded and have consented to appointment to these positions:

Chairman/President – Rory Poland

Vice-Chairman/Vice-President – David Davis

Secretary – Ian Berg

Treasurer – Bruce Humphries

General Committee Members – George Blenkhorn, Andrew Bayley, Noel Baker

The Chairman declared the persons nominated to be elected under clause 16 (4) of the Constitution. He particularly welcomed Noel Baker to the Committee.

9. Treasurer's Report

The Treasurer had previously circulated the statement of accounts (email dated 28 August). The accounts were accepted and passed.

10. Resolution regarding the subscription for the new year

The Chairman outlined that, in light of the reduced Club

activity due to Covid-19 restrictions and a number of cost savings having been achieved, the Committee recommends that the subscription costs be reduced.

Resolution: The new annual subscription be \$100, with the entrance fee unchanged at \$60. Moved by Bruce Humphries, seconded Russell Rolls - carried unanimously.

11. General Business

There was no general business

12. Closure

The Chairman thanked the members for their attendance and closed the 2020 Annual General Meeting, at 4.20 pm.

Chairman's Address, David Davis, 18 September 2020

Ladies and Gentlemen,

Our Chairman, Peter Crauford, died on 27th August this year. Peter had been battling cancer for some time, nevertheless, he attended to the Chairmanship of the Australian Chapter with vigour right up until the time of his death. Peter had a passion going back to his childhood about old cars. He took part in rallies with his young family bundled into veteran cars for days on end. He certainly developed a liking for Rolls-Royce as evidenced by the number that he has owned. He was fascinated by coachwork and would wax lyrical about some obscure body type. He was not fussed if it was a Phantom I or a 20hp, it was the bodywork that interested him. While brought up in Sydney, Peter followed a career in the country and certainly became a typical country landholder facing fires, drought, low prices and cashflows. He surmounted all the difficulties of a pastoralist with optimism and courage. He and Elizabeth joined wholeheartedly in the activities of the Australian Chapter and added his unique stamp of excellence on it from which we have all benefitted. Right up until the time of his death, he was determined that new members should be recommended by existing members so as to ensure compatibility. On your behalf, I extend to Elizabeth our sympathy on Peter's passing. May he rest in peace.

2020 will be remembered for many years and not for good reasons. There may be Clubs that will not come out of this period in good shape but I am happy to say that the 20-Ghost Club, Australian Chapter, will. The membership has been supportive of the Committee and the finances of the Club have been carefully managed, so much so that it is proposed to reduce the Annual Subscription. There are 128 members, which is approaching our limit of about 140, decided many years ago, having regard to the work involved for the volunteer Committee and the numbers that can be accommodated in country towns on our Tours. NSW has 26 members, Victoria 56, Western Australia

6, Queensland 9, South Australia 14 and Tasmania 3. There are 6 overseas members.

The Lunch Run to the Pakenham Racing Club on 7th July 2019 was a very enjoyable event which was well supported. The day was organised by George Blenkhorn.

David Berthon organised an interesting visit to Brian Tandi's Workshop in Sydney on 11th July, where bespoke bodywork is built.

The National Tour held at Creswick in September 2019, well organised by Bruce Humphries and Richard Shenfield, was a great success, the motoring challenging, the company, accommodation and the weather, excellent.

Christmas lunches were held in Melbourne, Adelaide and Sydney in 2019, all well attended and memorable events, especially with hindsight in the present environment.

Five members attended the Tyabb Airshow in March this year. Unfortunately, the weather was too boisterous for Bruce Humphries to fly his Tiger Moth A17-325.

Events since March have had to be cancelled due to the Virus and those planned for next year, especially the National Tour to Tasmania, are subject to review in the light of restrictions.

Despite the current circumstances, the Club has published a weekly email sent to members containing motoring items of interest. Much favourable comment has been received about it and in many ways, it has linked members in a manner not seen before. Indeed, it has been remarked to me that the 20-Ghost Club has been the most active in keeping members engaged, which is really something having regard to the size of the Club and the widespread membership. Our thanks go to Peter Crauford and Ian Berg, who have made it happen.

During this period of lockdown, it is worth remembering that we are members of a Club with two geographic locations being The UK and Australia dedicated to the preservation and use of Pre-World War Two Rolls-Royce motor cars. While driving them in a group is the ideal, that is not possible in the present circumstances because venues where we may meet are prohibited from hosting us as a group.

The one Club notion received a boost on 10th of February when the Committee was able to host Sir John and Lady Stuttard, former Chairman of the Club in the UK, at a dinner at the Union Club in Sydney. On that occasion, Sir John quoted Diana Jones, our Chairman in 2004;

'The Club was started to ensure the survival of Pre-War Rolls-Royce motor cars and to enjoy what they have

to offer. It was not about prestige and social standing. It was about driving the cars, preserving them and socialising with like-minded people.'

The publication of the History of the Club which has been circulated to all members has reinforced the links between the Australian Chapter and the UK and more importantly from our point of view, has given our English members an insight as to what we get up to as well as an idea of what cars we have and their interesting history. Sir John Stuttard edited the History and the results speak for themselves. I was the author of the Australian Chapter's section of the book and it was a pleasure to work with Sir John. I can honestly say that we never had a cross word. David Berthon willingly provided excellent photographs of our cars included in the history, a significant effort which has improved the Chapter's section of the book.

Speaking of David Berthon, he has edited the Australian Chapter *Newsletter* for many years and like all good things there must be an end. David retired from that post during 2019. The *Newsletter*, it has to be said, was among the top car club publications. While it covered the activities of the Australian Chapter, it covered a much wider range of Rolls-Royce material of interest to us as well as the many overseas people who came across it. Our thanks go, then, to David for the work he did in collecting articles, researching histories, collecting auction information, arranging photographs, putting the *Newsletter* together and arranging printing, a mammoth task for anyone. A tribute to David is the fact that all members will cherish their collection of the *Newsletter*. Ian Berg has taken over the Chapter's publication called the *20-Ghost Gazette* which is very different from the *Newsletter*, being published quarterly and orientated mostly to current activities, a challenge at the present time. Six editions have been published to date and Ian is to be congratulated on the content and format of the Gazette.

I would like to thank, on your behalf, our Honorary Treasurer, Bruce Humphries and the Honorary Secretary Ian Berg for the work they have done this year. The lockdown has given rise to many challenges which they have surmounted with good grace. One positive that has come out of the current environment is that Committee meetings have been held by Zoom. The Committee can meet more frequently and as the need arises and at far less cost to all concerned. Peter would want me to thank the other members of the Committee, Rory Poland, George Blenkhorn and Andrew Bayley for their help and good counsel during the year.

We do not know what the coming year holds so far as the Australian Chapter is concerned. In many individual ways, we will follow our hobby and at least through the weekly emails, keep in touch and be ready to travel together in our beautiful cars, when the occasions arise

New Members

We welcome the following new members;

- Rhys McKinnie and Kylie Walker from Creswick, Victoria.
- Jeffery McAllister and Crystal Cy from Holgate in New South Wales, 1923 Rolls-Royce 20hp, chassis 77A5.
- Neil and Louise Matthews from Maryknoll, Victoria, 1924 20hp, chassis GRK81.
- Lloyd and Natalie Williams from Kurmond, New South Wales, 1924 Silver Ghost, chassis S64LK.



Chassis GRK81 was formerly owned by Jim Kelso. It is an unusual Barker 'Carrossiere transformable' and is shown photographed in the early 1960s at a RROC Victoria event. (SHRF)



Neil and Louise Matthews, 1924 20hp, chassis GRK81, former Jim Kelso. Barker 'Carrossiere transformable.' Chassis GRK81 when photographed at the 2017 RROC Victoria annual concourse. (Berg)



Jeffery McAllister and Crystal Cy's 1923 20hp with pretty coupe coachwork of unknown origin.



Lloyd and Natalie Williams' Springfield Silver Ghost, chassis S64LK, has coachwork by Willoughby & Co. Given the history of this car with the 20-Ghost Club, it is good to see this car with new ownership.



From left to right are Geoff Harrison, John Lenhan, Richard Jones and David Davis. The cars are all 20hp, chassis GPK42, 83K5 and 42G1. See article page 3.