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ISSUE 9



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 20hp model. The Club activities revolve around the early cars including Silver Ghost, 20hp, 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: **Rory Poland**
 e: polandonhigh@optusnet.com.au
 t: 0422 163 827

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

Noel Baker
 e: noelfbaker@yahoo.com.au
 t: 0428 597 994

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

George Blenkhorn
 e: blenkhorn@gmail.com
 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.

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New Members



Christopher Collins and Bernadette Kelly from Ferntree Gully in Victoria have joined recently. Christopher has a 1925 20hp, GSK31 fitted with Martin & King coachwork. We welcome Christopher and Bernadette into the Club.

Coming Events

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

July 18 - 22, 2021	Hamilton Tour email: gilralph@bigpond.net.au	Director: Gilbert Ralph phone: 0418 548 282
October 9 - 15, 2021	National Tour Mt Gambier, SA email: polandonhigh@optusnet.com.au	Director: Rory Poland phone: 0422 163 827
March 23 - 28, 2022	RROC Federal Rally Canberra Accompanying tour from Melbourne and Adelaide	
October 11 - 16, 2022	National Tour - 20hp Centenary Celebration, Wagga Wagga	



Above: The 20-Ghost tourists made for quite a spectacle on Tasmanian roads in March. See article page 8.

Front Cover: Lloyd & Natalie Williams in Silver Ghost S64LK on the recent Hunter Valley tour. See page 22.

Chairmans Report

Editorial

In this issue we have reported on two recent events, the Tasmanian Tour and the New South Wales Maitland Tour. It has been reported that both tours were an outstanding success. It was pleasing to see that at the Maitland Tour, two recently joined members Lloyd Williams and Jeffrey McAlister were both attendees.

At the time of writing Expressions of Interest for Mount Gambier are close to the maximum available under the current Covid rules in South Australia, however we are monitoring the position closely.

You have received by now entry forms for the Hamilton Rally being organised by Gil and Nannette Ralph, and George and Sue Blenkhorn. Your prompt attention to this form would be greatly appreciated.

We warmly welcome the following new member to the Club:

Chris and Kelly Collins GSK31. And we look forward to meeting them at coming events.

Included in this issue of *Gazette* are the details of the four trophies which will awarded each year at the AGM of the Club. So now is the time to make a record of your odometer reading as the reading will be taken between the 1st July until 30th June the following year. David Davis has kindly offered to manage the process and collate this information.

I am sure all members were saddened to hear of the sudden passing of our longstanding member John Virgo, and join with me in sending sincere condolences to Sofija. John and Sofija were very active members of the Club touring the Eastern Seaboard in their Phantom.

John will be well remembered with Sofija organising the 25th Anniversary tour of the Australian Club in 2017.

The Rolls-Royce Owners Club held the 2021 Federal Rally in Geelong in early March and by all accounts, apart from the weather and ongoing challenges associated with Covid restrictions, it was a great event.

A number of our members attended the Federal Rally, and Gilbert Ralph and Bob Roberts both achieved success in the concourse events. Unfortunately, Gilbert's car was badly damaged the following day when a driver ran into the back of it. Gilbert and passenger Carol van der Pennen, while badly shaken, are fine now but the car has had significant damage and is currently being assessed. We wish Gilbert and all involved in this unfortunate incident well.

Happy motoring,

Rory Poland,
Chairman

It's great to see the Club is back touring with two large and successful rallies recently held. As you can see we have gone to town with photos of the Maitland and Tasmania tours in the associated articles in this *Gazette*. I am grateful for not only the writer's contribution of these features in our Club journal but also the fact we also have some handy photographers in the Club. Quality photos add so much and with smart phones readily at hand we can all now take a decent photo.

There are more tours in the planning. The Hamilton and Mount Gambier tours have both generated a lot of interest. If you are considering attending either, you should contact the respective rally directors, Gilbert Ralph and Rory Poland, as soon as possible.

See you on the road.

Ian Berg,
Editor and Secretary



During the Maitland Tour, Clare and David Davis drove their 20hp through the new tunnel, North Connex and took this quite remarkable photo.

Under New Ownership - Phantom I, Chassis 78MC

Gordon Berg

Seen at the Miss Fisher And The Crypt Of Tears Exhibition at the Rippon Lea Estate in Melbourne in March was the 1925 Rolls Royce Phantom I that formerly was owned for many years by the late Harold

Paynting. The original owner was Sol Green. The car was re-bodied by Martin & King, and it features brass and gold plated fittings from new. It is now owned by Frank Mercuri and Pam Usher.



Three Silver Ghosts

Brian Harper

Brian Harper was prompted to write about the following three Silver Ghosts in Victoria as a result of the front cover picture of chassis 65LK, as well as the extensive article on chassis 97LK by owner James Baxter. of the Autumn edition of the 20-Ghost Gazette.

I believe that 65LK, 88LK and 97LK came into Australia together around 1922/23 and were all bodied by Waring Bros. 65 LK had their standard Tourer body, 88LK had a Roadster body (the current Fry body is a replica of that original) and 97LK still has its original long wheelbase body. The 65LK body you see today

came from a Vermorel. It was extended in the scuttle to fit. The mudguards and running boards are absolutely Waring Bros original with only minor tweaking, the rear compartment woodwork is not original, I added it.

Only once have I seen these three cars together and that was on a rally to Port Fairy. At that time David Bailey owned 65LK. A photograph was taken of these three cars lined up in numerical order. Chassis 65LK is now owned by Alan and Kay Maden. Chassis 88LK was beautifully restored by Keith Drew from Tasmania and is now in Melbourne under new ownership.



John Virgo

David Berthon



John, at pace in the Riley special at Phillip Island.

In the collector car world, you meet enthusiasts from time to time who you don't see on a regular basis but when you do it's as if you'd seen them just the day before. John Virgo was one such member and enthusiast. John's ever present beaming smile and friendly demeanor always made for lively conversation and catchup.

Over the years our shared interest in Concours d'Elegance quickly matured and Diana and I would see John and Sofija during Pebble Beach week, on a Rolls-Royce rally here and there or in Sydney for our local concours events.

Judging cars to be the Best of the Best is not always easy with enthusiasts who consider their car to be the best or better and as Chief Judge at our premier classic car show MotorClassica John's easy manner made him the perfect choice for the role.

I raced with John in the Lobethal Grand Prix re-enactment in 2009 and again at Phillip Island in 2010 and on both occasions John's presence on the racetrack in his Riley special was formidable to say the very least – A small finger raised in acknowledgment as he passed at considerable pace usually with a degree of opposite lock. And to think he was still racing competitively at 81 was simply amazing.

Diana and I will miss his effervescence and deep friendship and we send Sofija our deepest condolences – inseparable they made a simply wonderful team.

Rest in peace John, we will miss you deeply.



Rory Poland pictured with Sofija and John.



Sofija and John pictured on the Creswick tour in 2019.



John is pictured in his 1934 Phantom II, 80SK.

John Virgo - Reflections from James Chung

I first met John at a Rolls-Royce Owner's Club of South Australia function 20 years or so ago, when we were both new to the club. We both became committee members for a number of years and it was John who encouraged me to become part of the 20-Ghost Club. Without doubt John will be remembered as an enthusiastic and involved club member, and will justifiably be remembered for his dedication and knowledge of all things Rolls-Royce. For me, John will be remembered principally as a very dear friend. I'll miss our drives in our non Rolls-Royce sports cars, followed by a good meal and a good chat. I'll miss our occasional meals at a Chinese restaurant. John is most certainly a friend who will be missed.

RIP John Virgo.

Tour Tasmania, March 10 - 24, 2021

Gilbert M Ralph, with photos by just about everyone!

Tasmania offers an ideal venue for veteran and vintage motoring with its diversity of mountain and coastal scenery, good uncluttered well-signposted roads, excellent accommodation and easy access to a range of historic sites, interesting buildings, hospitable friendly people and some surprisingly good collections of motor cars.

Thirty-three members of the Australian Chapter of the 20-Ghost Club in an assortment of fourteen eligible cars spent fifteen days touring around the eastern part of Tasmania following a carefully planned route devised by Tasmanian members Andrew and Margaret Bayley. The 24-page guide booklet provided a daily programme with clearly detailed instructions for the route, places of interest, refreshments and recommended optional attractions.

The majority of attendees were from the mainland with three couples from Queensland, one couple from NSW, 23 people from Victoria and two couples from Tasmania. There were five Silver Ghosts, three Phantom Is, two Phantom IIs, one Phantom III, one 20hp, one 25/30hp, two Wraiths and two non-marque cars. The tour covered a total distance of over 1800 kilometres and all participants completed the tour without any major disruptions – just a few minor inconveniences.



Day two – the lineup at Cradle Mountain.

All the non-Tasmanians travelled on the overnight Spirit of Tasmania ferry from Melbourne to Devonport where we were met by Tour Director, Andrew Bayley, his wife, Margaret and fellow Tasmanians, Mike and Liz Williams. We had breakfast at Windows on Westella at Ulverstone followed by lunch at the Eden Valley Rhododendron Gardens. We then enjoyed a picturesque drive through some undulating country to the Cradle Mountain Hotel where we stayed for two nights. Next morning, we took the shuttle bus to Dove Lake to gaze upon the scene in perfect sunny conditions. There are numerous walking tracks, and several adventurous people walked the 13km track around the lake.

Saturday was quite a long drive of 272km drive through mountainous well-timbered country and windy roads to Deloraine for morning tea then northwards crossing over the Tamar River on the unique Batman Bridge then through flat agricultural land to Bridport and east to the Barnbougle Dunes Golf Course and Lost Farm Resort where we stayed for two nights. This was an unusual place with scattered accommodation blocks and a remote dining room perched on a sand hill with a spectacular view of Bass Strait and the setting sun.



Anthony James, Keith Wherry, Ian and Sue Berg and Carolyn Kennett at Clarendon House.



A group photo taken at Eden Valley Rhododendron Gardens



A dignified photo of our proper cars at the historic Clarendon House.

Next day we had morning tea at Clarendon House a magnificent Georgian House built in 1838 for a wealthy woolgrower and merchant James Cox who developed it into one of the most significant properties in Tasmania. After his death the house was vacant for many years until donated to the National Trust who have restored and refurnished the main rooms with fine examples of period furniture. We spent time exploring the house and the many brick outbuildings. We then had the option of visiting Launceston or Evandale. Some visited the National Auto Museum at Launceston while others sought other attractions such as the inevitable antique shops before returning to Lost Farm Resort for a splendid dinner.

Our next destination was Iron House White Sands Resort where there was a brewery, conference facilities and an excellent dining room. On the way there we stopped to see the Ledgerwood Memorial carved trees – a unique memorial to WW1 soldiers. A little further on we arrived at Derby, an old tin mining centre which has become a mecca for mountain-bike riders. We had morning tea there and soon moved on to Pyengana Cheese Factory for lunch or 'The Pub in the Paddock' if preferred. Further on was a place which you could easily drive past and not know what you missed. Fortunately, it was highlighted in the itinerary and most people stopped at The Shop in the Bush which was filled with what Andrew described as 'a fascinating collection of old and new everything' and most of those who went in came out with some treasure or other. Finally, we arrived at the White Sands Resort where we each had an individual bungalow with a view over the adjacent white sandy beach. After pre-dinner drinks we assembled in a theatre where Club member Alan

Maden gave a very entertaining, illustrated talk about his participation in the 7th Peking to Paris Race in a Silver Shadow in 2019. It became the principal topic of discussion at the dinner which followed.

We were on the move again next day driving down the east coast though Bicheno to Coles Bay for lunch then through the scenic Freycinet National Park. Further on we passed many splendid wineries before arriving at the East Coaster Resort near Triabunna overlooking the bay. We stayed overnight there and had dinner in their splendid restaurant where there was much talk about the day's drive.

The following morning, we set out on a boat ride to Maria Island. It was initially established as a convict settlement prior to Port Arthur. Ruins of the penal settlement at Darlington have been restored and can be explored. After the convict era some farmers settled on the island and in the 1920s an entrepreneurial firm set up a cement manufacturing plant there utilizing the extensive deposits of easily accessible limestone from the adjacent cliffs. The silos remain as a reminder of that industry prospered until the Depression. A small farming community remained until the island was declared a National Park and was restocked with Tasmanian native fauna. From the small tourist boat, we were shown the unusual strata of limestone overlaying pre-Cambrian base rock which had been pushed up in places creating an unusual example of an interface which attracts geologists from around the world. We also saw the 'painted cliffs' created by the uneven weathering of the soft sandstone cliffs.

Tour Tasmania, March 10 - 24, 2021(Cont.)

Gilbert M Ralph, with photos by just about everyone!

After the visit to Maria Island, we moved on about 10km to Andrew and Margaret Bayley's beach house at Rehan where we were their guests for lunch. After lunch we followed a route that took us past the tessellated pavements and numerous lookouts to Stewarts Bay Lodge on Tassie Devil Drive where we stayed for two overnights. These comfortable cabins scattered through bush were quite comfortable with a short walk to a pleasant restaurant where we dined and chatted about the attractions of the day.

The next morning, we were fitted out in waterproof gear and treated a sometimes rough ride to view the rugged east coastline of Tasman Island in a Pennicott Wilderness Journey's powerful boat which provided excellent views of the rugged coastline with high cliffs, waterfalls and sea caves. We also saw seals, porpoise and flocks of sea birds.

After returning to the Lodge, we were free to do as we wished, and I think everybody chose to visit the World Heritage listed Port Arthur Historic Site which was initially a place of extreme hardship and severe punishment. Now it is one of Australia's most significant heritage sites where there are physical reminders of its role in the maintenance of law and order in British history. Since our last visit some years ago I was impressed with the large new entrance facility with its cafeteria. The whole complex is well maintained and there is evidence of considerable restoration and preservation activity at the extensive site. Whilst some may find it confronting it is a part of Australia's history which cannot be ignored. After some hours there we returned to the Lodge for a pleasant evening with our motoring friends.

The next morning we set out for Hobart with optional visits to the Remarkable Caves, Unzoo Tasmanian Devil Park, The Blowhole, Tasmans Arch, Devils Kitchen and Doo Town. The latter community featured house names incorporating some variation of the word 'do' such as 'This'll doo us' and 'Doin-little'. Our next destination was the Grand Chancellor Hotel in Davey Street, Hobart

overlooking Constitution Dock and much of the city where we spent four comfortable nights. After settling in we assembled in the foyer and walked up Macquarie Street to the Astor Grill for dinner in a private room where we had an excellent dinner, good wine and spirited conversation.

Our first full day Hobart was a Saturday 20th March and the Salamanca Market attracted many of our companions in search of souvenirs and gifts from the vast array of products and treasures on offer by the 300 stall holders there. There were numerous options suggested by the organizers including gardens, museums, the Tasmanian Art Gallery, a replica of Mawson's Hut, Mt Wellington and the Mona (Museum of New and Old Art). We chose the latter which was described as 'one of the most controversial collections of modern art and antiquities in the world'. Nanette and I found it to be a unique underground 'structure' containing some extraordinary illustrations of unusual 'art' ranging from the technically clever to the ridiculous and vulgar. It certainly drew a large crowd, and we are pleased we went there.



Leaving Andrew and Margaret Bayley's home at Rheban after a delightful lunch. Leading is Neil and Glenys Walker in their Silver Ghost, the oldest vehicle on the tour.



The hilly roads of Tasmania were met in earnest by the cars and drivers. Ian and Sue Berg's Silver Ghost is followed by the Ben Stafford and Kathleen Lackey in the Phantom.

Saturday evening, we were invited to dine at Mike and Liz Williams place at Howrah, high on the sloping hills on the eastern side of the River Derwent. Apart from the excellent BBQ and mostly fine Tasmanian wines we were treated to a well-described history of his nine collector cars including three Alvis, two Jaguars, an Alfa Romeo, a Daimler, a Rolls-Royce 20/25 and a unique home-built smart looking sports car called a 'Buchanan Fiat'. It was a good evening with splendid views across the Derwent River to Hobart.

On Sunday we were treated to a conducted tour of Incat by its Chairman, Bob Clifford, a car enthusiast with four pre-War Rolls-Royces. Bob had been a fisherman, then a boat builder and following the collapse of the Tasman Bridge in 1977 he established a ferry building enterprise which became Incat now one of the world's leading catamaran construction enterprises. His specialty is fast, wave-piercing catamarans in aluminium up to 111metres in length and capable of travelling up to 60knots. The family business employs 600 skilled staff to design and construct catamarans for use mainly as ferries around the world. Incat have built over 100 ships to date. Following the visit, we drove down a peninsula south of Hobart in perfectly sunny conditions with frequent views of D'entrecasteaux Channel. We stopped at Cygnet for a light lunch and then followed the freeway back to Hobart. A few boating enthusiasts made a detour on the way back to visit the Wooden Boat Centre at Franklin. I am not sure if anyone ordered a Huon pine boat, but I did notice Peter Jordan-Hill had a long thin package (which suspiciously looked like a set of oars) strapped to the roof of his Wraith. That evening we had a delicious Italian dinner at the Don Camillo Restaurant somewhere in metropolitan Hobart.

Our penultimate day in Hobart included a visit to historic Forcett House near Sorell for morning tea and a conducted tour of this two-story convict-built house constructed in 1832 for James Gordon, farmer and Magistrate on his 600-acre estate. It is now owned by



The boat trip to Tasman Island in the Pennicott Wilderness Journey.

Robert and Carmel Torenus good friends of Andrew and Margaret Bayley. After a very generous spread of homemade delicacies by the wives of members of the Rotary Club of Sorell we were conducted on a tour of this remarkable property. We then went on to historic Richmond to view its 1823 arched bridge which led us into the main street where we had lunch and a browse through the many antique shops are a feature of this historic town.

On our return to Hobart we were fortunate to be invited to visit an outstanding collection of immaculate cars at the home of Chris and Geraldine Edwards which left us all drooling. Amongst the collection were a Bugatti Type 35 replica; three Ferraris a 365GT, a Testarossa and a 246 Dino; four Jaguars, a XK140, a XKR, an E Type and a XJR; a Lancia Fulvia Zagato Sport; two Lotus, a Westfield Lotus 11 and a Europa; a Maserati Ghibli and a Sprite MK1. All were in concours condition, registered and immediately drivable.



Anthony James and Carolyn Kennett's PI alongside the PIII of Keith and Marie Wherry.



George and Sue Blenkhorn's newly acquired 25/30 performed beautifully on the tour.

Tour Tasmania, March 10 - 24, 2021 (Cont.)

Gilbert M Ralph, with photos by just about everyone!

After that we hurried back to the Grand Chancellor Hotel to prepare for the final dinner which was held at the Home Hill Winery near Huonville. At the conclusion of a splendid dinner the Club Secretary, Ian Berg, and the Treasurer, Bruce Humphries, proposed a vote of thanks to Andrew and Margaret and presented them with gifts from the Club in appreciation of their extraordinary effort in planning and conducting the Tour. It was passed with acclamation.

After breakfast next morning we set out for Devonport taking the main highway stopping at Bothwell for a generous CWA morning tea then on to the Great Lake Hotel for lunch and refreshments. We stopped at the Parramatta Creek Tasmanian Food and Wine Conservatory for afternoon tea where we said our goodbyes to Andrew and Margaret then hurried on to board the Spirit of Tasmania for our overnight return to Melbourne. We arrived on schedule and were soon on our way home after one of the most enjoyable 20 Ghost Tours we have experienced.

On reflection there were three important aspects of the Tour that were especially pleasing.

Firstly, the tour was a wonderful opportunity to be with many of our old friends and meet new friends who share a common interest. It is nice to follow up on past

experiences and exchanges stories about past incidents and events. If the volume of conversation during the many times we met for meals and refreshments is any indication the social interaction between members has not diminished.

Secondly it is always interesting, particularly for the chaps, to talk about their cars and compare technical details, performance and share experiences about repairs and repairers. Lifting a bonnet is an instant invitation for others to look inside and offer unsolicited but often valuable comments. Chaps with old cars enjoy long drives on uncluttered roads that go up and down hills and around sharp corners which offer a challenge to the cars and the drivers.

Thirdly, tours such as that which we have experienced are a wonderful opportunity to see parts of Australia which we may not have previously seen. The organizers often have particular knowledge of places of interest which may be overlooked by the casual tourist. Then there are places not accessible to other travelers such as the visit to Incat, Forcett House, the car collections of Mike Williams and Chris and Geraldine Edwards. Travelling around Tasmania on good well-signposted roads is much more fun the battling through unknown cities and unfamiliar suburban areas. Give me the open road any time.



Peter Jordon-Hill with John and Pamela Rowney alongside Peter's Wraith.

Name	Model	Year	Chassis	State
Noel & Janis Baker	Phantom I	1927	85RF	Victoria
Andrew & Margaret Bayley	Phantom II	1929	98WJ	Tasmania
Ian & Sue Berg	Silver Ghost	1921	62JG	Victoria
George & Susan Blenkhorn	25/30hp	1936	GGM10	Victoria
Byron & Audrey Dobson	Silver Ghost	1924	103EM	Victoria
Rod & Bambi Hanson	20hp	1924	GAK76	Victoria
Bruce & Mary Humphries	Wraith	1939	WHC36	Victoria
Anthony James & Carolyn Kennett	Phantom I	1927	60 RF	Victoria
Peter Jordan-Hill	Wraith	1938	WRB60	Victoria
Alan & Kay Maden	Phantom II	1933	112PY	Victoria
Gilbert & Nanette Ralph	Non-Marque			Victoria
John & Pamela Rowney	With Peter J-H			Queensland
Ben Stafford & Kathleen Lakey	Phantom I	1925	21RC	Queensland
John & Wendy Wagstaff	Silver Ghost	1924	32LM	Queensland
Neil & Glenys Walker	Silver Ghost	1920	154BW	Victoria
Keith & Marie Wherry	Phantom III	1937	3CM45	NSW
Mike & Liz Williams	Non-Marque			Tasmania



Rod and Bambi Hanson arriving at Clarendon House in their charming 20hp.



Wendy and John Wagstaff at the head of the table at the Lost Farm Resort.



'Aye, Aye Captain.' On the tour boat at Stewarts Bay.



Margaret Bayley, Kathleen Lakey, Sue Blenkhorn and Carolyn Kennett.



Ken and Sue Blenkhorn, Bruce Humphries, Marg Bayley with Nanette and Gilbert Ralph.



Mary and Bruce Humphries with Marie Wherry at Clarendon House.



Ben Stafford and Kathleen Lakey.



Glenys Walker, Andrew Bayley and Byron Dobson.



Marie and Keith Wherry.



The Humphrie's Wraith.



Bob Clifford, Chairman of Incat, provided an extensive tour.



A large ferry under construction at Incat for a South Korean buyer.



Bambi and Rod Hanson.



Janis and Noel Baker.



Ben Stafford's Phantom in action.



The Wagstaff's Silver Ghost utility.



One of the few wet days was when we left Cradle Mountain.



Ian Berg and John Rowney.



Carolyn Kennett and Byron Dobson treated us to a delightful rendition at the White Sands resort.



Alan and Kay Maden's Phantom II.



A pleasant lunch at Marg and Andrew Bayley's home at Rheban. Pictured are Nanette Ralph with Kay and Alan Maden.



A sumptuous buffet at the Tasmanian Food and Wine Conservatory.



Many thanks to our Rally Directors, Marg and Andrew Bayley, at the final dinner.



Neil and Glenys Walker's Silver Ghost with Byron and Audrey Dobson.



Andrew Bayley beside the magnificent Phantom.

Chassis 103EM

Ian Berg

While on the recent Tasmania tour, Byron Dobson had an opportunity to catch up with Roger Self, the prior owner and restorer of Byron and Audrey's 1924 Silver Ghost, chassis 103EM.

Byron's car was originally a Barker bodied touring car and now carries a locally made fixed head coupe body. Byron and Audrey have owned the car since the 1980s, and they were founder members of the 20-Ghost Club in Australia in 1992.

It was quite a nostalgic reunion and Roger thoroughly enjoyed the meeting at Stewart's Bay Lodge. Roger established a tour business in Port Arthur and clearly has an interest in early tourist buses. He arranged for his restored 1942 Chevrolet coach to also come along. This coach had been fitted to the 1942 lend-lease Chevrolet chassis using a 12-seater body that had

initially been built on a 1927 Buick chassis. During restoration, the bus was also fitted with a gas converter that Roger had come across in unused condition, and while non-functioning, it made for a fascinating adjunct to the old coach.



A gas producer was fitted to the old tour bus.



Roger Self's 1942 Chevrolet bus.



Byron Dobson with former owner/restorer Roger Self.

Australian Patriots – Part 3 - Patriots and Ambulances

Ian Berg

In 1914, very soon after Great Britain declared war on Germany, numerous patriotic funds were established across Australia. Many were organised under the national leadership of the Australian Red Cross Society in order to provide for sick and wounded soldiers. By January of 1915, Victorians alone had already given over £400,000 to a variety of funds. These funds provided for, amongst other things, the provision of 20 motor ambulances fitted up for Red Cross work in conjunction with the Australian Army Medical Corps. Ambulances provided by patriotic funds, individuals, companies and societies became an important way for the Australian public to support the war effort. The motor industry also played its part. All manner of cars, either new or second-hand were donated, including Berliet, Unic, Mercedes, Cadillac and Wolseley.



The workshop facilities at the Victoria Barracks in 1916 with a number of completed ambulances. (Munro)

At least two Rolls-Royce Silver Ghosts were donated to patriotic funds. Ben Chaffey, a wealthy grazier, started off a Wentworth district fund by donating his own Rolls-Royce, chassis 1732, a touring car originally bodied by Mackey of Sydney. For every £ donated by local citizens, a group of the district's wealthy landowners would match it. The Rolls-Royce, together with four Renaults, were rebodied as ambulances by Kellow-Falkiner and ceremoniously handed over to the Defence Department at Victoria Barracks in August of 1915. The Military Garage was behind the Ordnance Store at the barracks and could house 60 of the repurposed vehicles, all of which were painted entirely white. The hope was that enemy aviators would discern the fact that the vehicles were engaged in Red Cross work. In many cases, the cost of conversion was also met by the vehicle owners. Another Rolls-Royce, chassis 1853E, a Kellow-bodied touring car was provided by Sol Green, the Victorian bookmaker. See *20-Ghost Gazette*, Summer 2020/2021.

The motor trader Jas A Munro & Co of Elizabeth Street in Melbourne advertised as being the largest garage in Melbourne. Munro became a very successful motor agent and coachbuilder, and he too was a great patriot and, as a coachbuilder, also fitted up ambulance bodies to the specifications of the Medical Corps.

In June of 1915, Alex Munro, Jas Munro's eldest son, walked up to the Victoria Barracks and enlisted. He undertook training at the AIF Broadmeadows and Flemington Showgrounds camp and was assigned to the 10th Field Ambulance Corp as an ambulance driver with the Motor Depot. Alex was at the Victoria Barracks working with the vehicles before his disembarkation. He photographed many of the ambulances, as he also did when serving in England and on the Continent. The photographic collection from Alex's service survived and have surfaced as a part of the Jas A Munro archives.



The handing over ceremony of the Renault and Rolls-Royce ambulances at Victoria Barracks. (SLV)

Ambulances, tender vehicles and lorries from all parts of Australia were despatched to depots in England prior to their shipment to the conflict zones in Europe. Others went in support of the campaigns in the Middle East, while some of the donated ambulances also remained in service in Australia and were used for the returning sick and injured. Following the war, a number of the donated vehicles were repatriated and eventually returned to their owners. Sol Green's Rolls-Royce was returned to him in 1919, and he had it rebodied for use as a private vehicle once again. This car survives, is owned by Peter Moran and is currently undergoing its second full restoration. The Chaffey car, chassis 1732, was also returned and rebodied. According to *Rolls-Royce and Bentley in the Sunburnt Country* (Tom Clarke & David Neeley), this car no longer survives. Given the conditions the vehicles had to endure, and the logistics involved in returning them, it seems unlikely that many other vehicles would have come back to Australia.

In 2019, I obtained access to the archives of Jas Munro and his company. The extensive company records had been uncatalogued, undisturbed and largely unseen since Munro's passing in 1947. I have subsequently digitally copied and sorted thousands of documents and photographs in order to understand the Munro story. Readers may be aware of the Munro site next to Queen Victoria Market which for over 100 years remained one of the largest private landholdings

Australian Patriots – Part 3 - Patriots and Ambulances

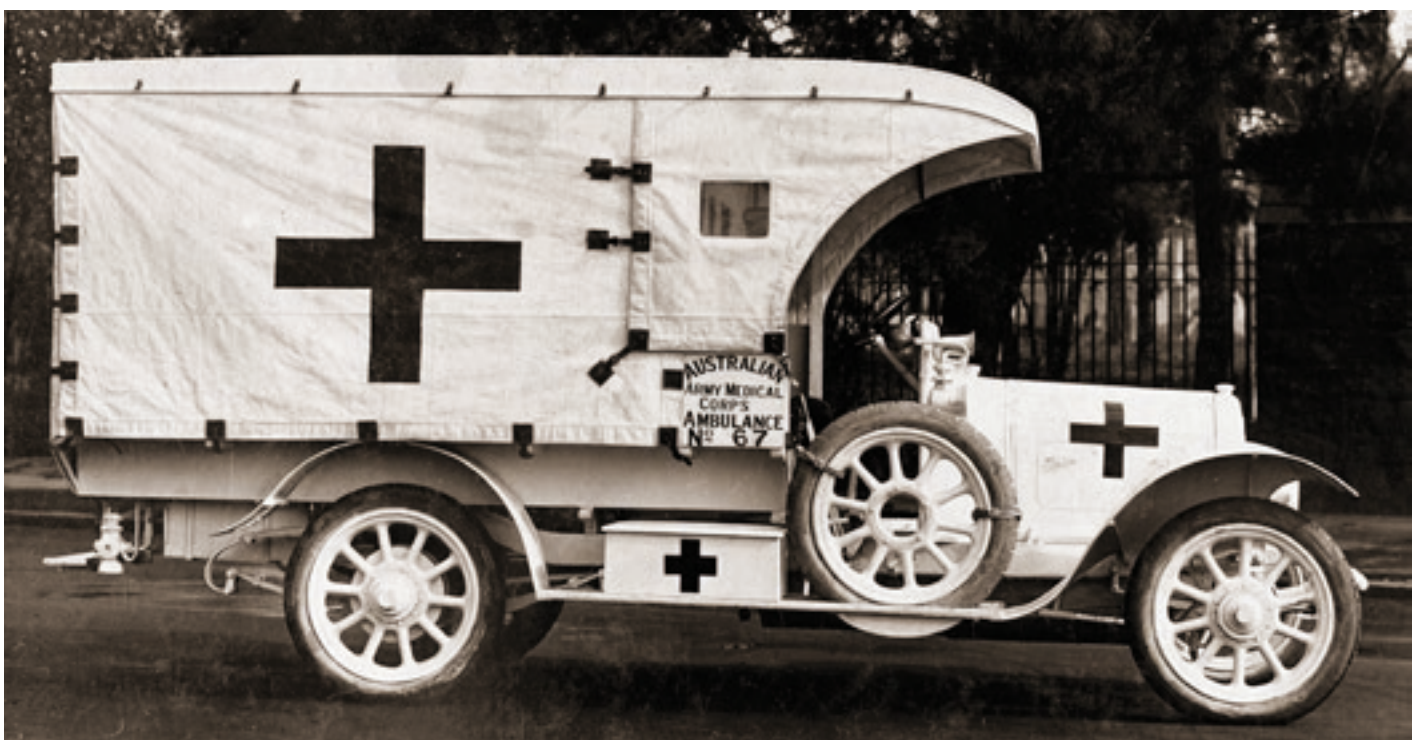
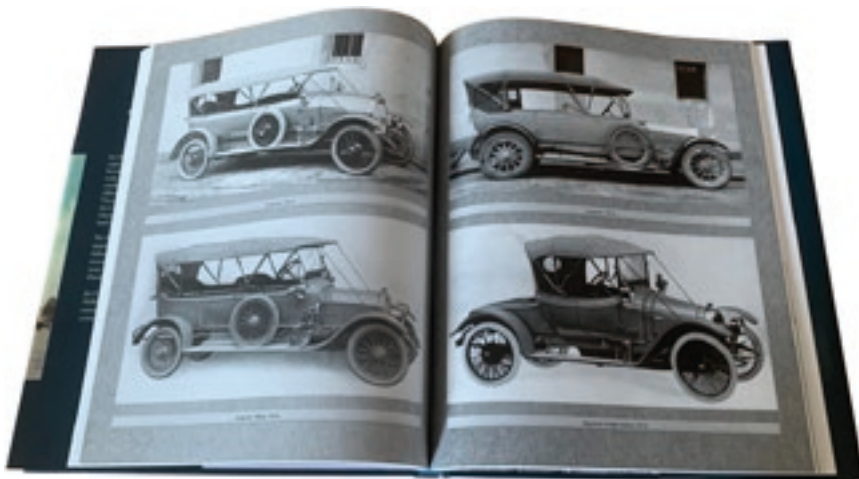
Ian Berg

in Melbourne prior to its acquisition by the City of Melbourne. It is a big part of this story. The records have proven to be a treasure trove of material about Melbourne, Australian commerce and, in particular, the evolution of the motorcar in Australia during the early part of the 20th century. They have enabled me to recently publish the book *Jas A Munro & Co: The Largest Garage in Melbourne*.

If you would like to learn more, details can be found on my website ianberg.org or I can be contacted by email bergathol@gmail.com. The book is available in hard cover for \$50, or \$65 post-paid in an individual mailing carton to an Australian address.



Rolls-Royce chassis 1732 pictured when at Victoria Barracks. *The Australian Motorist*, March 1, 1916. SLV



Photographed in Queen Street Melbourne, adjacent to the Jas A Munro & Co works, is a new Munro bodied ambulance. The make is a French Mors, an agency held by Munro between 1911 and the mid-1920s. (Munro)

JOHN MACKEY,

Coach and Motor Body
Builder and Designer.



Our Special Designed Body, built and fitted to Rolls Royce Chassis.



I Do not build "Standard" types, my speciality being Motor Bodies of exclusive designs. Inquiries are invited for repair work, body renovating, repainting, and upholstering, which can be executed expeditiously in highest finish at moderate cost.



269-275 Riley St., Surry Hills, SYDNEY.

Mention of the "Australian Motorist" when writing ensures prompt attention.

The Hunter Valley Weekend – April 13 to 15, 2021

David Davis, with photos by Mick Matheson



The Twenties lined up out the front of Tocal homestead.

At the Sydney Christmas Party, Bob Roberts offered to organize a two-day drive. What an enjoyable event it turned out to be.

The start point was Thompson Square at Windsor for 10.30am. Following the recent record flood of the Hawkesbury River, doubt existed as to whether the chosen drive was passable, the brand-new bridge at Windsor, said to be flood proof, disappeared under the deluge. All was well. The Putty Road followed the River for about 10 kilometers before heading uphill. The countryside was abnormally green due to the recent wet. The distant views magnificent as the road wound up to the tops of the mountains. The winding decent to cross the Colo River required caution including a few notches on the handbrake. The bridge had not been damaged by the flood however there was a lot of flotsam jammed underneath it. We were to have lunch at the Grey Gum Café which specializes in pies but it was closed! Continuing onto Broke, about another 60Km, sandwiches were the order of the day in a nearby park in perfect autumn weather. Pressing on through the Wine Country we arrived at the very comfortable Quest Apartments in Maitland which provided under cover parking as well. We had travelled just over 260 Kilometers of true vintage motoring through stunning scenery in perfect weather. The winding road illustrated well that taking a corner a bit too fast, really loads up the steering!

Bob and Georgina Roberts hosted us at their period home in East Gosford for dinner. A jolly occasion, with fine food, there were many stories of the day's activities. We were joined by those that didn't take the Putty Road, because they lived in the Central Coast area.

Wednesday Morning was bright and sunny. Driving the short distance to Lorn, we had a proper breakfast at the Mews Kitchen. The fare included Crab Omelet, Smashed avocado and salmon as well as assorted bacon and eggs.

A short drive took us to Tocal Homestead, which is an 1840 Georgian two-storey house with verandah. The interior is as the Family left it. Not overly large, it left one with the impression that one could live there. The large windows overlooked the property in all directions. It has an elegant staircase which was a bit challenging. A lift had been fitted discretely, in the 1930s. The property, of some 5000 acres, was settled in 1817, the same year as the Bank of NSW was established. It passed through several ownerships until bought by the eccentric Alexander Family in 1926 all of whom avoided marriage. The last survivor, Charles left the property for charitable purposes and today, an Agricultural College occupies most of the site with the Homestead on separate acreage. Charles Alexander was Rolls-Royce owner, the cars he owned were 17CB, a Barker Tourer, 33NK, a Barker Tourer, 73KR, a Windovers Saloon with Zeiss headlamps and now located at the Homestead in its original garage and 173RY, a Park Ward Saloon.

Lunch, not needed really was had at the Patterson Tavern, not far from Tocal, the beer, however was appreciated as the day had warmed up somewhat.

Following lunch, some drove up to Dungog and others helped with issues that had developed with The Springfield Ghost Following its long-term storage. Some of the Ladies went to Morpeth to see the shops.

Bob Roberts picked us up from the Quest Hotel in a mini bus to take us to dinner at Boydell's Winery, at Morpeth, where we sat at two tables. Local wines and fine food accompanied the usual good cheer.

Bob and Georgina were thanked for organizing an interesting few days, involving not only excellent vintage driving but places of interest with the usual comradery. New member, Lloyd Williams spoke on how welcoming and friendly members had been, especially following the issues which had arisen with his Springfield following its long storage.

On Thursday morning some members left to tour the Wineries, while others drove through Kurri Kurri before joining the Highway. The new North Connex had to be experienced. The tunnel cuts out lots of traffic lights and connects to the other Sydney motorways thus not only saving time but avoiding congestion.

The two-day tour was a great success. It was a new departure in that apart from a contribution for the mini bus, members paid as they went. There was no need to pay in advance or for the organizers to handle money.

Attendees were:

David and Nancy Axe	1932 20/25 GHW75
Geoff Harrison and John Lenehan	1925 20hp GPK42
Richard and Mikki Jones	1923 20hp 83K5
Jeff and Chrystal McAlister	1923 20hp 77A5
John and Mick Matheson	1925 Silver Ghost 64EU
Bob Roberts	1926 20hp GUK76
Don and Sandy Young	1928 Phantom 1 KS55
Lloyd and Natalie Williams	1924 Springfield Silver Ghost S64LK
David and Clare Davis	1922 20hp 42G1



Temugin McAlister with dad Jeff in the 20hp.



Don & Sandy Young, Phantom, aka, Pumpkin.



Geoffrey Harrison and John Lenehan, 20hp arrive in Windsor.



David & Nancy Axe in GHW75 depart Tocal, while John Matheson heads back to 64EU.



Lloyd and Natalie Williams in Windsor, being greeted by David Davis.



Portrait of a young CB Alexander.



Richard and Mikki Jones, 20hp.



The impressive mascot of S64LK.



David Axe and the Tocal Phantom.



Pictured in Broke. Silver Ghost 64EU in the foreground.



Outlining the virtues of the 20hp.



David and Nancy Axe's 20/25 at Tocal.



Don Young and Jeff McAlister discuss the Tocal Phantom's with its caretaker.



Bob Roberts addresses all at the final dinner.



Current and former custodians Lloyd Williams and John Matheson respectively pose for a shot with S64LK. Natalie Williams is taking the photo.

Phantom III Cars in Australia between 1936 and 2021 - Part Three

Steve Stuckey

No. 8, Chassis 3CM157, in Australia from July 1950 to the present

Fitted with a standard Hooper limousine body finished in black, with black leather and fawn cloth upholstery and polished curl walnut woodwork, this car was delivered on 25 March 1938 by dealer George Heath Ltd to Edward Reginald Geoffrey Corn of Staffordshire (1899-1987). After one other owner in July 1950, it

was sent to Australia for E G Wilson of Melbourne, the Chairman of the ES&A Bank. On 20 October 1950 it was registered SR-283. During the 1950s it had at least three other owners before being sold in 1963 to Charles Wright, and thence to Eric Rainsford in South Australia where for many years it has carried registration RRP-111. Owned by Rainsford and then his son-in-law for more than 38 years, it is now in the ownership of Michael Henningsen in Adelaide.



A 1988 photo of 3CM157 whilst in the ownership of Eric Rainsford (photo courtesy Eric Rainsford)

No. 9, Chassis 3AZ160, in Australia from late 1950 to the present

This chassis, fitted with a Hooper saloon body, was delivered on 16 November 1936 to Edward Wilson Graham Guest (1908-1983) of Edinburgh, a Scottish transport executive. In early 1950 it was overhauled by Rolls-Royce and arrived in Sydney in late 1950. It was purchased in London by Maurice Schmidt, one of the

founders in 1932 of York Motors Ltd. in Sydney, later the Rolls-Royce dealers in NSW. In January 1951 it was driven to Melbourne by Bert Ward,, and was registered there on 5 December as 94.915. It had been advertised in The Argus on 24 November 1951 by Kellow-Falkiner Pty Ltd for £3,750. It was bought by Australian entertainer Frank Thring and after two other owners was with John Griffiths from September 1961. It is still owned in Victoria by Ken Russell.



3AZ160 at a 1980s car show (photo courtesy Praecalrum)

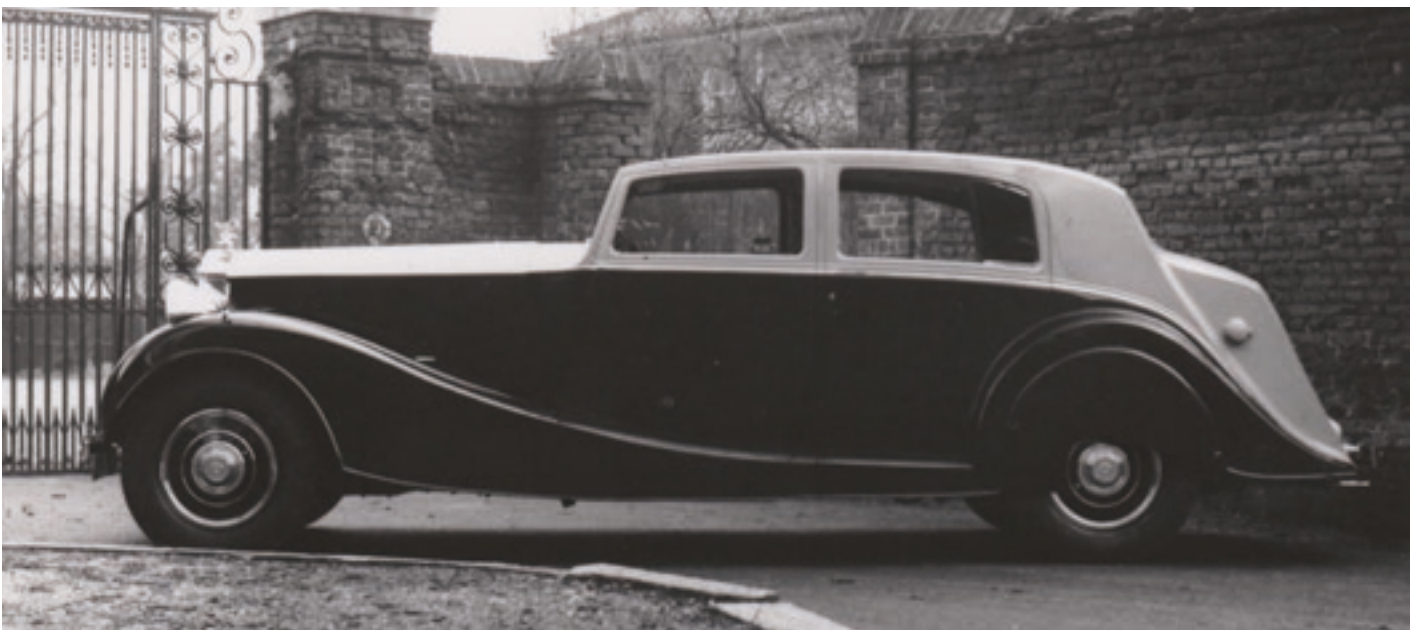
No. 10, Chassis 3DL108, in Australia between July 1951 until 1990, and from 2021

Fitted with a Park Ward saloon with division body, this car was ordered by Jack Barclay Ltd. to hold as stock. Delivered on 4 October 1938 it was finished in cobalt blue with blue crushed leather upholstery. On 6 December 1938 it was sold to John Harry Clements-Ansell of London (1910-1948), a furnisher. He owned it until 1946 when it had two more owners, with another in 1947. In 1951 it was purchased from Barclays by Australian farmer William "Bill" K Fagan of Mandurama, NSW. He had the car sent to Barclays servicing department, who modernised the body by extending

the panels over the running boards, and repainted in maroon and grey. In Australia the engine gave much trouble, and in 1954 it was removed and sent back to Rolls-Royce. Bert Ward in 1975 wrote that at that time Appleby & Ward removed the division and put in bucket front seats. Fagan owned the car into the 1960s, and in 1990 it was sold to Hong Kong and is now reported to have moved to France since 1991. In March 2021 3DL108 was auctioned in Paris and the exciting news is that it was purchased by Australian Jeff McAlister and will return to Australia after a period of recommissioning in the UK. At the time of auction 3DL108 had a division in place and what seem to be the original front seats, so it seems that Bert Ward confused this car with another.



3DL108 at Mandurama (photo courtesy Ian Irwin)



3DL108 in March 1951 after coachwork enhancements (RREC photo library)

20 Ghost Club Trophies

David Davis

Our Club has a number of trophies that over the years have been awarded, and sometimes not. At the last Committee meeting a trophy awards process was agreed. The Australian Chapter Trophies are the 40/50 Trophy, the Small Horsepower Trophy, the Peter Crauford Trophy and the Founder's Trophy. David Davis will manage the trophies and the process. The intention is that they be awarded at the Annual General Meeting.

The 40/50 Trophy

This trophy is to be awarded annually to the owner of the 40/50hp car which travels the greatest distance between 1st July and 30th June the following year. The trophy will not be awarded to the same person for the same car more than three times.

The Small Horsepower Trophy

This trophy is awarded annually to the owner of the Small Horsepower car which travels the greatest distance between 1st July and 30th June. The trophy will not be awarded to the same person for the same car more than three times.

The Peter Crauford Trophy

This trophy is a new one and has been named in honour of Peter Crauford, our Chairman until his untimely passing last year. It is awarded annually to the owner of the car which travels the greatest distance between 1st July and 30th June and achieves the greatest number of marks by multiplying the distance travelled that year by the age of the car measured in years.

The Founder's Trophy

This trophy is awarded by nomination by a member of a Person approved by the Committee to have contributed to the Club.

Presentation of trophies will be announced and made during the Annual General Meeting. Trophies will remain the property of the Club and awards will be recognised by Club Medallions, inscribed with the name of the trophy and the winner.

A register will be kept recording, under the headings of each trophy, the name of the winner, the year of the award, the car nominated and in the case of distance trophies, the distance covered.

Applicants for the distance-based trophies will need to provide the following information;

Applicant's name.....

Chassis number.....Year.....

Odometer reading 1st July.....miles

Odometer reading 30th June.....miles

The car's odometer reading should be used.

Correction factor + or - if applicable.....

Total corrected milage for the 12 months.....miles



From the Photo Album

Ian Berg

Peter Ratcliffe from Melbourne was taking photos of all sorts of interesting cars around Melbourne in the 1960s and 1970s. He has kindly provided these intriguing photographs. We do not know where these cars are now. if you do please let the editor know.



This Phantom is chassis 67RF from 1927 fitted with a later body, likely from a Dodge of the late 1930s. The photo was taken in Albert Park in 1967.



Photographed in Melbourne in 1966 was this 20hp. The registration number indicates it is chassis GPK47 from 1925 and the car is fitted with a later Martin & King body. Its fate is also unknown.

Rolls-Royce Ambulances

Ian Berg



Much like the public support of the Australian patriotic funds during the war, in England numerous motorcars and lorries were donated or loaned to the War Office. This Rolls-Royce, 1912 model chassis 2005E, was originally a Barker landaulette, and is pictured after service at Ypres in Belgium. Ypres was the scene of five major battles and all but completely destroyed, during the conflict. Photo courtesy Rod Dux.

For Sale and Wanted

FOR SALE

1937 Rolls-Royce 25/30 GMP70 Reg RR206

Excellent condition, fully restored 15 years ago, rewired, engine rebuilt, and aluminium head fitted, carefully maintained. A reliable well-travelled car.

Stylish Hooper saloon body with sliding roof, heater and boot lid that folds flat to make a picnic table. Full toolkit and spares in fitted drawers.

'Caroline' was car of the show at the 1937 Scottish Motor Show, she has won class awards at RROC State and Federal concours.

\$110,000

Contact: David Bailie P: 0428 824 107



FOR SALE

Number Plates:

Victoria RR20HP, fully documented, never used, black & white.

Contact: John Reis
E: roseta27@yahoo.com
P: (03) 95286480



FOR SALE

Jas A Munro & Co: The Largest Garage in Melbourne.

From the Foreword: 'Whether the reader's interest is sparked by the evolution of Australian motoring, the built history of the city of Melbourne or the personal stories of what became our commercial aristocracy, there is so much to learn from the thorough research, lavish illustration and tenacious and dogged pursuit of one family story that lies at the core of this book.'

Jon Faine AM,

Cost is \$50 collected, or \$65 posted within Australia in a custom mailing carton.

Contact: Ian Berg
E: bergathol@gmail.com
W: ianberg.org



WANTED

One 19-inch split rim wire wheel to suit 20hp.

Contact: Steve Wasley
E: stevewasley@outlook.com
P: 0488 407 848

FOR SALE

1925 Silver Ghost 125AU

125AU is a 1925 four-wheel brake Silver Ghost off test Jan 1925 and delivered to an Adelaide merchant in May 1925. Rare Hooper Limousine-Landaulette bodywork (rear roof folds down) with all original features in fine condition and running order. Brook's trunk with 3 fitted suitcases and two removable courtesy seats. Engine rebuild by Simon Elliot completed in 2014 and bare metal repaint by Charles Restorations in 2013 when all timber was found to be in as-new condition. Original Instruction Book, Catalogue of Parts, and tools. A low mileage highly original car featured in Silver Ghosts in Australia (pp xxv, 366-379) and RRSBC (p 120). A connoisseur's car.

\$325,000

Contact: Peter Willcox
E: willcox@bigpond.net.au



FOR SALE

Reproduction Klaxon horn junction box 20hp. Part numbers are base F51739a and cover F51740, and the thumb nut is included. They are also the same as Phantom I and possibly other models. 2 only available, \$200 each plus postage. I am also having the fish-tail tail pipe reproduced in stainless steel, so if you are interested in one, please let me know.

Contact: Ian Berg
E: bergathol@gmail.com
P: 0419 364427





Bob and Georgina Roberts recently drove their 1926 20hp, GUK76 and matching trailer all the way from New South Wales down to the RROC Federal Rally in Geelong. Bob was rewarded with an Outright Winner award in the Federal concourse as well as one for the Australian Coachwork trophy.

The car is pictured while parked adjacent to the mural in Brougham Street of 'The Unknown Mariner' which was painted by Cam Scale as a tribute to Geelong's maritime history.



The lineup outside Rheban, at the home of Rally Directors Andrew and Margaret Bayley, on the recent 20-Ghost tour to Tasmania. See article page 8.