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ISSUE 10



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.

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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.

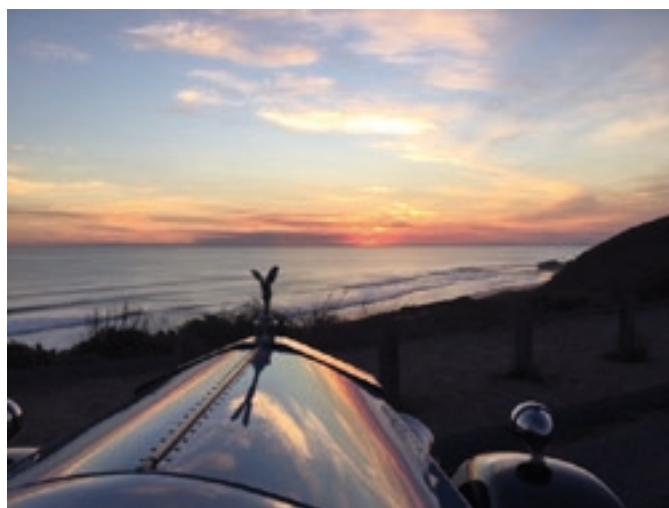
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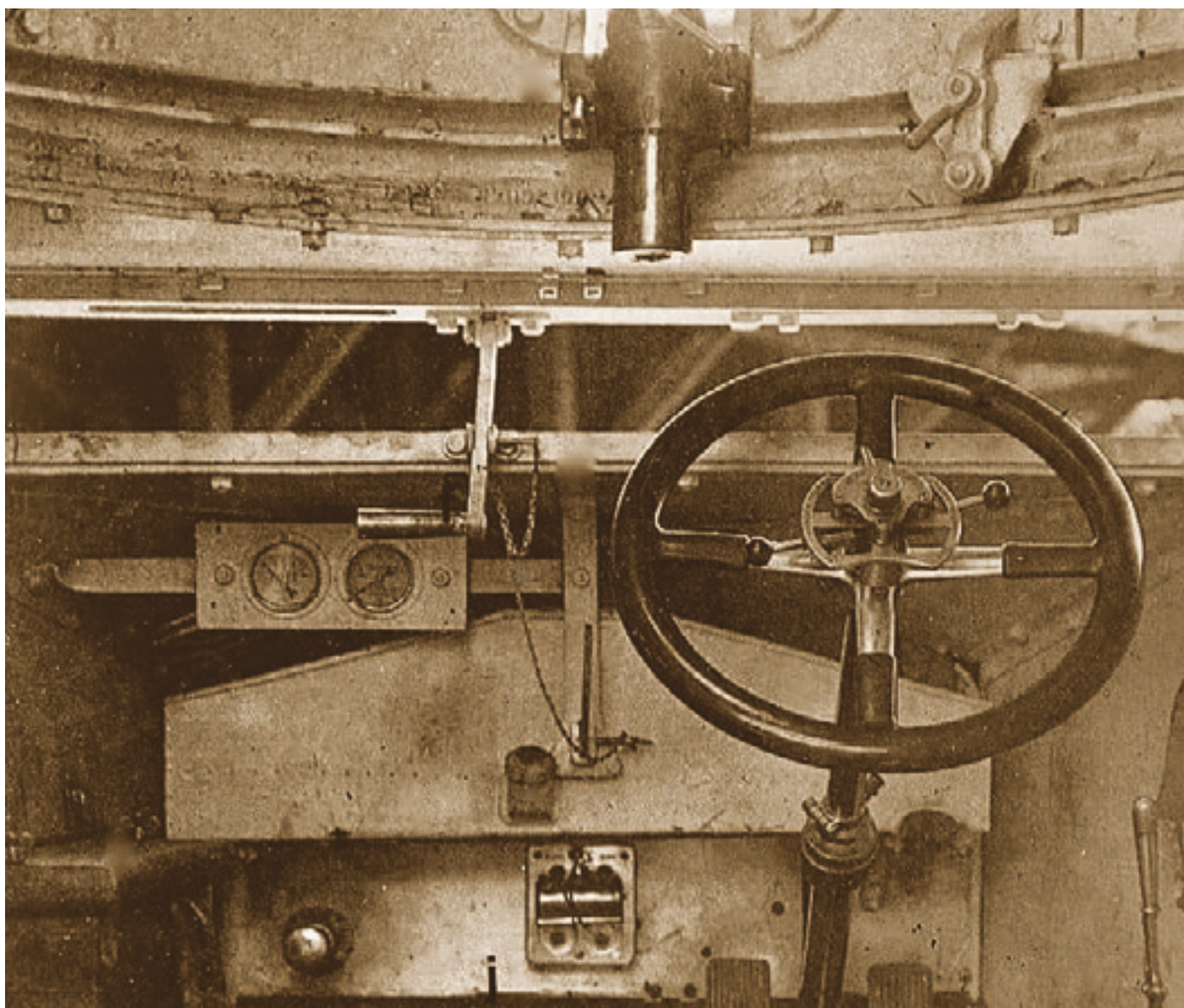
Above: Richard and Annie Burke recently visited the Portsea Back Beach on the Mornington Peninsula in their 1928 20hp chassis GBM32 and captured the sunset reflecting beautifully on bonnet of the car.

Front Cover: General Sir John Monash was assigned the use of a Rolls-Royce and driver when commanding the Australian Corp on the Western Front. It is the second one with the Australian flag on the radiator cap. See 'The Man on the \$100 Note', page 14.

Coming Events

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

October 14, 2021	Annual General Meeting via Zoom - details to be advised	
November 28, 2021	Adelaide Luncheon, TBA, email: polandonhigh@optusnet.com.au	Director: Rory Poland phone: 0422 163 827
December 1, 2021	Sydney Luncheon, The Royal Sydney Yacht Squadron email: Davidgdavis@lycos.com	Director: David Davis phone: 0409 719976
December 7, 2021	Melbourne Luncheon, Sandringham Yacht Club email: Bruce@Humphries.com	Director: Bruce Humphries phone: 0407 545037
March 3 - 7, 2022	RROC Federal Rally, Canberra Accompanying tour February 28 - March 3 from Melbourne and Adelaide	Director: Rory Poland phone: 0422 163 827
October 10-15, 2022	National Tour Mt Gambier, SA - 20hp celebration email: polandonhigh@optusnet.com.au	Director: Rory Poland phone: 0422 163 827



From the not-so-comfortable driver's seat. The view inside a Rolls-Royce armoured car. See article page 14. Photo - Imperial War Museum.

Chairman's Report

Editorial

Whilst Covid19 still ravages Australia it has been very difficult for the Club to organise events in the future with any certainty. Regretfully the Hamilton Rally clashed with a Victorian lockdown so it had to be cancelled, and the Committee have now decided to postpone the National Tour, organised for Mount Gambier, to October of 2022. We originally had 72 members committed to the National tour, and all bookings have been rolled over to next year. We will separately communicate details of this to members.

The RROCA Federal body are planning the next rally in the ACT from 3 to 7 March to celebrate to 100 years of 20hp. The 20-Ghost Club will celebrate this event in North East Victoria in October 2022

We warmly welcome the following new members to the club:

Steve and Liz Phillips, Carol Van Pennen,
Rick and Jill Cove, Brian and Vicky Head.

Steve Phillips has purchased the ex Gilbert Ralph 20/25 which as previously reported was damaged during the Geelong Federal Rally. Steve has advised he will soon commence restoration of this vehicle and we look forward to seeing the car back on the road in the not too distant future.

Members are advised that George Blenkhorn is the Club's Membership Secretary, so all requests for new membership and queries regarding existing membership must be directed to George so they can be promptly and efficiently processed.

Let's hope I can write the next report on a brighter note and that the members have been able to exercise their cars rather than looking at them and polishing the radiator.

Happy motoring,

Rory Poland,
Chairman

Our big feature for the Spring issue of the *20-Ghost Gazette* was supposed to be the Hamilton midwinter rally. The rally was just days away from starting when Victoria went into a lockdown, and it was not long after that New South Wales had an outbreak and entered what is turning out to be the lockdown of all lockdowns. Gilbert and Nanette Ralph with help from George and Sue Blenkhorn had organised an excellent tour with 14 vehicle entries and 29 people including a number from interstate. With Mount Gambier also now postponed to next year, we are just going to have to get to the other side of lockdowns before we can tour again.

At least the forced interruptions are enabling more garage time for many of us, and there are a number of restorations that are progressing quite well that I am aware of. Restoration and maintenance type articles are of interest, so please send me details and photos of what is going on with your prewar Rolls-Royce and we can share it through the *Gazette*. My thanks to our contributors for their material for this issue, including George and Sue Blenkhorn for their history of Silver Ghost 70SG, Rowan Swaney for his insight into his Phantom I and, of course, Steve Stuckey for the continuation of his extraordinary series of articles based on his knowledge of Phantom III's in Australia. As a recent inductee into the Phantom ranks, I am even more interested in these. Right now the *20-Ghost Gazette*, plus our regular email news, is what is keeping the membership connected. To continue to be successful these do need your input and support. My thanks to the current contributors, and please do keep the material coming.

See you on the road - Eventually!

Ian Berg,
Editor and Secretary



Leslie Weddeburn (LW) Thompson purchased his Phantom I, 48YC, new and was able to observe the construction of the coachwork first hand at Martin & King in Malvern. A great traveller, LW was also an enthusiastic photographer. His story will be covered in the Summer edition of the Gazette. Photograph taken at Acheron Way c1933 and provided by Peter Higgs.

Body-snatchers – chassis 70SG

George and Sue Blenkhorn



The car when new and fitted with Adelaide built body. Note the radiator ornament.

George and Sue Blenkhorn's Silver Ghost is a beautifully presented example and has been a frequent participant in 20-Ghost events in recent years. Like many early Rolls-Royces, it has been bodied and rebodied several times. The history of the car is as follows:

Silver Ghost, chassis 70SG, came off test in January 1922 and was shipped to Australia by Dalgety's. A Sphynx open drive limousine body in blue was built by Motors Ltd in Adelaide and then delivered to Dr MJ Symons, an ophthalmic surgeon in Adelaide. The car was registered in South Australia in July of 1922. It had an elf on a small post as the mascot, this was kept by the chauffeur when the car was sold and only recently has his family lost it.

The car was sold in 1930 to Woods Coffill Ltd, a Sydney undertaker, and fitted with a large Dodge based hearse body in 1938. In 1954, the car was sold to Barrie Gillings in Sydney for 75 Pounds and an ex-Crossley tourer body was fitted. The car, in 1956, was bought by Kevin Kemp and fitted with a 1933 or 1936 Humber limousine body. Tom Cattell of Mt Druitt bought the car

in 1967 and sold it to Ben Bronk of the Watson's Bay Car Museum in 1978. The car was then sold that year to Jim Redman of Sydney and a George Williams replica Tourer was fitted. This body was previously fitted to another, Silver Ghost, a 1921 model in 1951.



The original coachwork was an open drive limousine.

Body-snatchers – chassis 70SG

George and Sue Blenkhorn



70SG as restored and pictured at the Mornington Peninsula in February.



As purchased by George and Sue, it carried a somewhat unflattering roadster body.



As purchased the car had a leather covered roadster body that was fitted in the 1980s.



Sue and George with 70SG photographed at the Mornington Peninsula run in February.

In 1980, John Carter from Balmain attended a Pickles auction and purchased a pair of Rotax bell headlights for \$750. Talking later with Jim Redman, he said he had bought these lights and was now looking for a car to put them on. After a while, Jim said he had a Ghost he was prepared to sell. By then, 70SG was then a rolling chassis with a disassembled engine which Jim bought in November 1982 with the aim of attending the Federal Rally in June 1983.

The chassis was sandblasted and repainted, the engine rebuilt. A new body in the style of a Grosvenor Roadster was constructed from marine ply, covered in laminate and then covered in black leather in time for the federal rally. The car is pictured on the front row of the photograph of the cars in *The Australian* of April 2nd, 1984.

The car was owned by Bill Maunsell when we bought it in 1999. Not long after we bought the car, I took it on a local road and my foot got 'stuck' between the accelerator pedal and the bulge alongside, not good but no damage done.



Photographed on the 20-Ghost tour in 2017. The body now fitted to the car was originally on a veteran Cadillac but had also resided on another Rolls-Royce until George's acquisition.

We then decided to get a tourer body fitted, and we purchased a 1919 May Bros body in 2013. This body was originally fitted to a Cadillac but in more recent years had been on a 1913 Silver Ghost when that car was being rebodied. In February 2014 the car went to Derbyworks, and every time we went to see progress, there was less of a car to see. Eventually there was visible progress and the car left Derbyworks in November 2016.

Malcolm Johns – The Passing of a Good Friend

Keith Wherry



Malcolm Johns is pictured, centre, at the inaugural meeting of the Australian chapter of the 20-Ghost Club in 1992. Also pictured are Bryan Inder and Liz Milverton.

I am pleased to pen this light-hearted obituary about Malcolm; his more detailed life history already so eloquently recorded by David Davis in the Notice to Members dated 9 June 2021 (thank you David Davis).

Malcolm was nothing, if not a character.

He had a determination that belied his stature.

I first met him in about 1968, around the time I joined the NSW Branch of the RROCA.

A group of us were meeting one Sunday morning at the home of George and Fay Harris in Pymble to travel in convoy to the annual CVVTMC Display Day at Warwick Farm. Malcolm was late, which as I discovered in later years was a common failing. George, who had not met Malcolm previously was growing increasingly frustrated at his late arrival, using the usual expletives for which George was well known, with John Vawser springing to his defence, as Malcolm was by then already a good customer! Malcolm eventually arrived, in his beautiful burgundy Silver Cloud, full of platitudes, and that started a lifetime friendship between Malcolm and George, and me.

In those early years I was still a student at Sydney Law School, and was somewhat in awe of this obviously successful lawyer, with the big house at St.Ives, an attractive wife Roz, and beautiful cars. In about 1970, I even attended an interview for Articles (like an apprenticeship in law) at his firm, Kearney, Boyd and Johns, and whilst I understand Malcolm recommended me, I obviously didn't impress his partners sufficiently to get the position!

As the years went by we spent more time together at various car events, and my late wife Kerry and I attended many glamorous parties at his elegant home in Torakina Avenue. Malcolm had a penchant for attractive women, because of which he had three marriages, and several close relationships, and over the years lived in various desirable locations, including at Darling Point, Elizabeth Bay and one that many will remember Hartford House in Glebe which Malcolm restored to its former glory, spending more money than one could imagine. Unusually for Australia, this Victorian mansion has a huge cellar, occupying the full footprint of the ground-floor, and Malcolm

enjoying showing visitors the location of the drug laboratory operated by the well-known previous owner, then otherwise detained at H.M.'s pleasure!

Malcolm enjoyed spending money (don't we all), whether it was on redecoration of historic homes, restoring classic cars, first-class airfares (he apparently always booked seat 1A on the Qantas flight to London), or suites at The Dorchester Hotel. On one occasion, when appearing before the Privy Council in London, he hired a new Silver Shadow, which over-awed the gatekeeper at the House of Lords who allowed him to park right in front of the building!

Whatever Malcolm took on he strove for perfection, whether it was restoring his Rolls-Royce cars or collecting model trains, he never accepted second best. And he never liked losing an argument. If one had a disagreement, say at lunch, on a particular matter, you could be sure that by the time you returned to your office there would be a detailed analysis of the facts showing why he was correct, and he usually was. Malcolm was a very smart lawyer.

In his heyday, he had a very large successful practice, employing some twenty staff, acting for Zurich Insurance who was a major client, the mainstay of his practice. Over the years he also acted for some interesting characters, Abe Saffron & Jim Anderson ('Kings Cross Identities') and Laurie Connell (a high-flyer in WA Inc days of the 1980-90s), spring to mind. Malcolm used to have on his desk a photograph of him walking to Court with then notorious Police Commissioner Norman (Bill) Allen, to defend him on corruption charges.

Malcolm took on a massive workload, whether it was acting for clients, defending himself in Family Law claims, assisting his children (he has three wonderful daughters Prue, Sophie and Phoebe, and a son Justin, all of whom he was intensely proud), or his generous voluntary work for the Rolls-Royce and Classic Car movement, drafting club constitutions or giving advice whenever asked, and occasionally without being asked!

Malcolm was never in the peak of health, and on many occasions, he had to leave a rally early, or sometimes not even arrive, either due to health, or these extensive commitments he undertook. I remember on one occasion he was going to attend a rally in Europe, sent over his beautiful Ghost #23NK, delivered to the famous Astor home, "Cliveden" near Windsor, where it remained parked for days, only to be returned to Australia, unused, as Malcolm's commitments prevented his attendance.

I have had the good fortune to travel with Malcolm on many occasions throughout Australia and overseas, and whilst one had to tread cautiously, as he did not tolerate fools easily, I can say those travels have always been interesting and great fun! At times one had to give him his head, as he could be difficult, dogmatic even, but combine that with intelligence, great memory, sharp wit and good humour, and you have an interesting eccentric, and hey, don't we all love an eccentric?

I am so very sorry that, following his stroke, shortly after returning from the Bendigo Federal Rally in 2016, in his beloved Phantom I chassis 96AL (which he acquired from George Harris over 40-years ago), his last years were such a shadow of his former life. I was always very sad when I left him, with a sharp mind but a frail body, almost bed-ridden, at the Nursing Home at St Ives, just a short distance, and yet a lifetime away from the glamorous mansion where I first met him, over a half-century earlier.

I will miss him.

Vale Malcolm Nelson Johns.

DoB 20 July 1940 DoD 8 June 2021



Malcolm's beloved Phantom I, chassis 96AL, Windovers Limousine. Ink and wash drawing by John Bull, 1987.



Malcolm Johns in his 1923 Silver Ghost 23NK photographed in 1992.

Rolls-Royce Phantom I, 85 MC: The Final Commissioning

Rowan Swaney



85MC, November 2020. The final commissioning is nearly complete and we come to understand what the car was like when it was 'off test'.

For decades I had simply assumed that turning the ignition switch and successfully bringing the motor to life would be the final revitalising act in the fifty-year restoration of 85 MC. Sometime after this event I came to realise that a machine comprised of tens of thousands of beautifully designed, meticulously manufactured and faithfully restored parts is no more a Rolls-Royce than Frankenstein's monster is a person. I had not paid sufficient attention to the history of Rolls-Royce. In particular, I had not taken into account the hours the company spent on testing and adjusting each chassis. This is my account of what happened after the engine started.



Phantom I, 85 MC, arrives at the Swaney family home, October 1964. The sump (sitting on the back seat) had been removed by the previous owner, 'Just to check that everything is OK.'

I wrote the story of our restoration of my family's 1925 Phantom I, 85 MC, for the *20-Ghost Bulletin* about five years ago. The car was purchased by my brothers and me in 1964 as an arrangement organised by my eldest brother Bill and financed by my father. On a bright October Sunday, with huge optimism, the car was towed to our family home in Malvern where, we expected, with a bit of loving care and attention, the engine would be running in a few short weeks. Fifty-one years later, after various restoration attempts had been stalled or abandoned the car was finally on the road. The credit for getting the car to this stage was almost entirely due to four people. Doug and Ed Nantes, vintage car and Jaguar experts who over five years completed a meticulous restoration of the chassis; John Kent who accepted what now seems to be the Herculean task of mounting a Scottish body built for a Speed Six Bentley on the Phantom chassis, making it look light, fast and very attractive and, finally, my brother Simon who with patience and understanding financed the project.

When I wrote my account of this restoration, we had just celebrated my daughter's wedding and 85MC had been the bridal car. Fortunately, it performed impeccably on the day, but the preceding forty-eight hours had been fraught with difficulty and stress. Driving the car home from John Kent's works in Wangaratta, we had only made it as far as Benalla before fuel vaporization brought a halt to our progress. John dropped his other obligations and spent the next day stripping down and rebuilding the Autovac, but a short excursion some days after the wedding indicated

that we still had unresolved issues. John considered the problem carefully and in discussion with us agreed that we consult a Phantom expert. John is one of the world's leading experts on vintage Vauxhalls, but as he pointed out investigating the elusive behaviour of a Phantom would require him to research the machine from scratch. It made more sense to seek the advice of someone who dealt with these cars every day. And so, whilst John remained for us an ongoing source of encouragement and a reference point for excellent standards in engineering, 85MC headed to Melbourne, to Derby Works and the care of Simon Elliott.

After some weeks of examination and adjustment Simon Elliott arrived at our home in Mansfield having driven 85MC from Melbourne. It seemed a different car to the one we had delivered to him some weeks earlier. Simon had largely overcome the fuel vaporization problems by fitting a shroud between the exhaust and the Autovac. To this he had added a cleverly devised and extremely effective electric fuel pump system that can be switched on and off from the driver's seat and that supports the Autovac in times of crisis. Other improvements included adjusting the caster on the front axle which made a significant difference to the steering. The running of the engine was improved by removing the heat valve from the rear exhaust downpipe and the braking effectiveness increased by refitting and adjusting the brake rods and cables.



The rig made up to test the oil pressure to the overhead gear. By the time this measurement was being taken we were not surprised to see that oil pressure shown was vastly more than it should have been.

As the weeks and miles progressed, however, we became increasingly aware that the car was not running as it had when it was 'off test'. Derby Works had alerted us to the car's tendency to oil the plugs, a problem they had partially solved by using Champion D21s. The engine seemed to run very rich and this was apparently impossible to overcome. Whilst the oil pressure was excellent, the temperature fluctuated wildly. The silent running of the engine was punctuated by frequent back firing and a propensity to chuff through the exhaust. This habit was to some extent explained by journal articles highlighting this as a tendency of all New Phantoms, but as a friend pointed out, it is hard to see how Rolls-Royce would have sold a car if every occasion to stop was accompanied by a sound that replicated the discharge of a large elephant gun. Most of all, however, the engine lacked vitality and was using enough petrol to keep the Middle East economy thriving. Despite its light four-seater touring body, the car was sluggish.

Further investigation of the engine was needed and I had become increasingly concerned that after fifty years the costs were spiralling and hard to justify. Whatever our next step was to be I had to be sure it would work and that it would be money well spent. It seemed unlikely that we would find highly competent engineers with a knowledge of vintage Rolls-Royce in our small country town of Mansfield, but my initial hesitation proved totally unfounded. A chance meeting with a neighbour left me convinced the gods were on our side. Tim Barber had trained and worked as a Jaguar mechanic, but he has always held a particular interest in vintage cars. He has rebuilt the vice-regal 20.9 Crossley from bits found in a dozen tea chests, and then framed and panelled his own coachwork. But it is Rolls-Royce cars that hold a special interest for him, largely because his family who come from the western district of Victoria, have owned several of them, including a Phantom I. Working with the excellent foundations laid down by the Nantes brothers and John Kent, Tim has, over the past five years, step by step, fine-tuned 85 MC into a fast, quiet touring car.



The float valve collar, a tortured soul. This collar controls the movement of the float valve and thus the amount of fuel coming into the chamber. At some stage this collar had been given a good larruping.

Rolls-Royce Phantom I, 85 MC: The Final Commissioning (Cont.)

Rowan Swaney



The starting carburettor that sits atop the inlet manifold is shown prior to being rebuilt.

The restoration of pre-war Rolls-Royce cars has taken a significant leap forward in the recent years with the electronic publication of RR parts drawings, the General Arrangement Drawings and in particular, for the owners of Phantom I cars, the meticulous and extensive articles written by Michael Forrest during the restoration of his own early PI. Combining these with the excellent RROC of America Service Sheets, detailed information is readily available. Few of these publications were available when the Nantes rebuilt the chassis and though there was plenty of information existing on the key components, which facilitated their meticulous work, many of the ancillary mechanisms remained something of a mystery. Added to this, in an effort to maintain momentum, some of these smaller mechanisms had been sent out to specialist workshops in the thirty years before the Nantes commenced their work. We wrongly assumed that as they had been rebuilt there was little sense in stripping down these components for a second time.

Armed with all the technical information we could acquire, Tim and I divided the tasks. I undertook the necessary research and Tim provided the hands-on skills, especially his significant abilities in diagnosis.

Almost immediately a number of faults became apparent. First, the advance and retard system was not working. Henry's beautiful but complex oil servo was not functioning at all. This problem was put to one side as we investigated the problems with mixture and the tendency of the spark plugs to oil up. Tim examined the fuel system and identified a number of faults. The air valve in the carburettor was not working correctly, largely because the spring was worn out and no longer performed its function. Most importantly, we realised that the starting carburettor control valve was so badly worn that it continually sucked air and this resulted in fuel pouring into the inlet manifold regardless of whether the device was switched on or off. Added to this, the needle for the high-speed jet was sticking and this only compounded the problem.



A spark plug after a twenty mile sprint to Swanpool following the successful renovations of the starting carburettor and the oil pressure relief valve.

The starting carburettor was sent to Crank Start Engineering where John's son Thurston Kent skilfully machined and bushed the necessary parts. We acquired a new high speed jet and needle and fitted a new spring to the air valve which solved most of the carburettor problem. The car certainly ran better and we were now able to control, or at least to anticipate, the circumstances under which it would back fire. There remained, however, an elusive and irregular peculiarity which took us some time to understand. Occasionally, in warmer weather the car was beset by vaporization. The engine ran badly and the fuel consumption was outrageous. We started to document the circumstances in which these events occurred. I noticed that it was usually after the car had been sitting for some days or weeks without use. Then I realised that, when left unused, I had been in the habit of unscrewing the float chamber cover a few turns to flood the carburettor before starting the engine. This simple action seemed to be the cause of our problem. Close inspection of the float valve mechanism revealed the problem. The collar on the float valve, perceived to be errant, had at some stage in the car's distant past, been the victim of a significant beating. The collar, instead of having a perfectly smooth surface was in fact corrugated. The rotational position of the float valve and thus the effectiveness of the carburettor was determined by the position to which the collar was inadvertently placed when the cover was screwed shut. With a new needle and collar fitted, our theory proved correct.

We now had the fuel system under control and working efficiently. Whilst the plugs were much less sooty than they had been, they still tended to oil up. At this stage the car had covered less than a thousand miles after a complete engine rebuild and as far as we were concerned this problem had to be solved.

Here I realised my advantage in being semi-retired and working on only one car, with the resources and time to carefully consider what was needed to solve

the oiling problem. This is not a luxury that is afforded the professional restorer who has numerous cars in his workshop. Furthermore, I was discovering that Tim Barber really was a godsend. He had proven to be a highly talented, a voracious reader of anything to do with Rolls-Royce and possessed of the most extraordinary memory for detail. I am always interested when he strips down components. The parts are simply laid out on a sheet and later confidently reassembled, accurately and without hesitation.

Reading Michael Forrest's articles is a wonderful cure for anyone suffering a melancholic episode. The titles alone would cause a Puritan prelate to smile. Combining this information with the service sheets from the RROCA, Tim and I concluded that the oil pressure relief valve might be hiding a very important secret. The simple test advocated by the service sheets is to connect a low pressure oil gauge to the oil gallery of the rocker shaft and examine the results. Tim deftly spun up an adapter on my lathe and ran the correct thread. This easily screwed into the overhead oil pressure line. According to the service sheets, and confirmed by the RR parts drawing, the oil pressure in the rocker shaft, post oil pressure relief valve, should be 3½ psi. On our test it exceeded 30 psi. It seemed most likely that the oiling of the spark plugs was being caused by excess oil flowing from the overhead gear.



Testing after the oil pressure relief valve has been refitted to the engine. As per Rolls-Royce specification the oil pressure to the overhead gear is now 3 ½ psi.

The purpose of the relief valves is to maintain maximum oil pressure for the crankcase and at the same time to provide oil at different pressures to the overhead gear and the timing case. The assembly is attached to the side of the sump by three studs and two pipes. The main oil gallery feeds into the unit which contains three valves operated by three springs of differing size and tension. The repetition of threes in this device would provide fertile ground for an academic treatise on Sir Henry's theological interests. Removing the casting from the sump is a simple matter. Within twenty minutes Tim had it dismantled and on the bench. It became apparent that at some time in the distant past this unit had been reassembled incorrectly. The springs were in the wrong position. Correcting this mis-assembly was a simple matter, but by way of safety and certainty and wanting to maintain the high standards we established, we waited for new springs to arrive from England. The result was most satisfying, the oil pressure in the rocker shaft measured exactly 3½ psi and the general oil pressure maintained a steady 30 psi. With only a few hours left before Victoria plunged into another lockdown we took the Phantom for a fast run to Swanpool and back, eager to examine the spark plugs on our return. The over-oiling had ceased. Instead of dirty black plugs, the electrodes were a mid-brown. We have since returned the car to standard plugs and we derive much pleasure from not having to clean them on a weekly basis.

So, does a Phantom I backfire regularly and without warning? It seems this is largely determined by how you drive it. If the mixture and spark are adjusted before the engine is rapidly slowed or switched off, unexpected explosions are rare. On occasions, however, when circumstances prevent the driver from making these preparations, the results can be at least amusing and sometimes alarming. Recently I was driving at the speed limit towards Mansfield, on the Maroondah Highway, when I crested a hill and discovered, not very far ahead, a police car pulled over with all lights flashing. In keeping with one of Victoria's most recent road laws I was required to slow rapidly to 40 kph, all of which was easily achieved without needing to brake or change gears, but I forgot to adjust the mixture and the timing. As we sailed past the police officers, the Phantom let rip with one of her best impersonations of a .50 calibre cannon. To their great credit the police officers took the whole performance in their stride. Such accommodation had not been the case two years earlier when the Phantom rehearsed this episode in the main street of Beechworth, leaving a bus load of Bakery customers with their hands in the air and their cream buns lying on the footpath.

To be continued.

The man on the \$100 note - General Sir John Monash

Ian Berg



General Sir John Monash is seen in front of his Rolls-Royce which has the Australian flag affixed to the radiator. Monash can be seen holding the cane and he is conversing with General Sir HS Rawlinson, Commander of the Fourth Army, on July 7, 1918, during a visit to the Australian front by the French Premier, Georges Clemenceau. Clemenceau gratefully addressed the Australian troops in an inspiring speech. The car in the foreground was likely Rawlinson's.

An extraordinary man, John Monash was a civil engineer who achieved many things including pioneering the use of pre-stressed concrete in Australia. However, he is best known as the most successful AIF commander in Australian history. Monash first served in Egypt and then in the Gallipoli campaign. In May of 1918, he became commander of the Australian Corps, at the time the largest corps on the Western Front. He was considered one of the best allied generals of the First World War, and as an engineer, was a great proponent of technology over bravado, a view not necessarily shared by others at the time. Monash was an intense planner and kept detailed records.

He wrote:

... the true role of infantry was not to expend itself upon heroic physical effort, not to wither away under merciless machine-gun fire, not to impale itself on hostile bayonets, nor to tear itself to pieces in hostile entanglement...but on the contrary, to advance under the maximum possible protection of the maximum possible array of mechanical resources, in the form of guns, machine-guns, tanks, mortars and aeroplanes; to advance with as little impediment as possible...

Monash never himself drove a motorcar, but he certainly had an appreciation of well-engineered ones. As Commander of the Australian Army Corp, he was provided with a Rolls-Royce and driver. The Battle of Hamel, of only 90 minutes duration, was a huge success for the allies under his leadership, and because of his meticulous planning and execution, it was regarded as a turning point on the Western Front. Monash wrote home effusively about his Rolls-Royce in one of many letters in the days leading up to and immediately following the Battle of Hamel

France, 25 June 1918

My duties now require me to travel very long distances by car. My car is a magnificent Rolls-Royce. This is a privilege confined to army commanders and to the Chief himself. The latter always travels about with two cars, as his engagements are so important that he cannot risk a breakdown, and if a puncture or anything like that happens, he transfers from one car to the other. I am fortunate, therefore, in having inherited from General Birdwood this Rolls-Royce car, which was originally given to him on his first arrival in France by admirers in England. As you know, my car carries the Australian flag.

The 'Chief' was Chief Field Marshal Sir Douglas Haig who commanded the entire British Army, and therefore also the AIF. Monash had succeeded General Birdwood as the commander of the Australian Corp. The Rolls-Royce was used extensively through 1918, and the day before the armistice with Germany was declared he drove the full length of the Western Front from Villers-Bretonneux to the HQ at Le Cateau.

So, what chassis was his Rolls-Royce? There is a suggestion that it may have been chassis 1708, a landaulette which first came into the possession of the AIF in 1917 for the use of Birdwood, before being provided to Monash. Chassis 1708 subsequently was imported to Australia and, in 1919, owned by Thomas Baker who became the Kodak agent for Australia. Baker, too, was an extraordinary man and will no doubt be featured in a future article of the *20-Ghost Gazette* as he owned several Rolls-Royce motorcars. Unfortunately however, chassis 1708 has not survived.

Monash is well remembered for his successes during the war and his talent as an engineer. He designed bridges, sheds and numerous structures across Australia – many of which are still in use today, including the water tower in the small Victorian country town of Tatura's, built in 1912. A striking mural of Monash has just this year been completed on the water tower. It was commissioned by the local RSL and is now part of the popular Solo Art Trail.

If you are wanting to learn more about Monash, an excellent book about his life is *Monash: The Outsider Who Won the War* by Roland Perry, published in 2004 by Random House.



The water tower at Tatura. The mural, by Cam Scale and Andrew Davis, was completed in early 2021. Cam Scale also painted the mural photographed on page 31 of the Winter edition of the *20-Ghost Gazette*.



The first A\$100 bank note was issued in 1984 in paper form and included a portrait of the Antarctic explorer Sir Douglas Mawson. In 1986, the polymer version was designed by Bruce Stewart and featured Dame Nellie Melba, and Sir John Monash, in recognition of Monash's contribution as a civic leader, soldier and engineer. A new version of the note was released on 29 October 2020.

The Australian 1st Armoured Car Section and the 1st Light Car Patrol

Ian Berg

A continuation of the Australian Patriots series from the Spring 2020 and Summer 2020/21 Gazette

The Summer 2020/2021 edition of the *Gazette* featured the Australian Patriots Ivan Young, Percy Cornwell and Sol Green who donated their personal cars for the establishment of the 1st Armoured Car Section of the AIF. The section was the idea of Lieutenant Ernest H James, and he went on to command it, while Young and Cornwell also enlisted and served with the section. The cars were chain-drive Daimler belonging to Young, Cornwell's Mercedes and a Minerva of Sol Green which had shared his garage with a Rolls-Royce Silver Ghost, a car also gifted to the patriotic funds.

At that time, the Ottoman Empire, allied to Germany, ruled much of the Middle East, and a disparate population of Christians, Muslims and Arab tribes occupied the region. The Ottoman armies were marching toward the Suez Canal in the British protectorate of Egypt, and the British were determined to defend it. The Australian 1st Armoured Car Section served with the British Light Armoured Car Battery in southern Egypt and across the Western Desert in support of the campaign.

Initially, the motor units patrolled the Libyan Desert, east of the Nile, as it was known that the Senussi tribes, backed by the Turks, were making raids into Egypt. However, the Daimler and the Mercedes proved too heavy for the sandy conditions and were quickly replaced with six Model T Fords which were much easier to repair and much lighter. Upon arrival the Fords were fitted out as tender vehicles but were soon stripped of much of the bodywork and fitted with Lewis machine guns. The section was then renamed as the 1st Australian Light Car Patrol. While the Australians were now using Model T Fords and motorcycles, the British continued to use Rolls-Royce armoured cars and tender vehicles for reconnaissance support, movement of munitions and general transport. The AIF was under the command of the British forces and the British supplied much of their equipment, with resources readily shared, hence the Australians also used the Rolls-Royces. They affectionately referred to the British as 'English Tommies' and their Rolls-Royce tender vehicles as 'box cars'.



A Rolls-Royce armoured car, and a box car with Sennusi prisoners on board.



The brother-in-law of the Grand Senussi taken prisoner and in the back of a Rolls-Royce box car.



Conditions in the desert were difficult for the men and their vehicles. A Rolls-Royce box car.

The Rolls-Royce armoured cars were fitted with Vickers machine guns and were more like battleships compared to the lighter Fords. While not having the protection of the heavier vehicles, the Fords proved very fleet of foot and were found to be extremely effective in the desert patrols. Working in pairs, the Fords were worked hard and driven to destruction. Over their period of service, the bodywork was further reduced – ultimately all mudguards were removed and even the seats were replaced with ration and ammunition cases and blankets used instead of cushions. The Rolls-Royces were also lightened by removing armour plating and unnecessary equipment to make them more usable, and cooler for the men inside in the severe conditions.



The Fords were eventually stripped down to an absolute minimum of bodywork.



This breakdown in the desert required a 10 mile walk back to camp for parts. Major repairs were frequently required in difficult conditions.

By mid-1917, the joint British and Australian forces had destroyed the Senussi Arab forces. Orders were then received to relocate and engage with the Turks in Palestine and Syria, and the Australian Light Car Patrols participated in various campaigns in the Sinai along with the New Zealand mounted division, the Desert Mounted Corps. The Battle of Beersheba in late 1917 was a turning point, leading to the capture by the allies of Jaffa and then Jerusalem. The Australians were then provided with updated Fords, the original issue being well and truly worn out. The Australian Fords and motorcycles then carried out reconnaissance of enemy positions in support of the Australian Light Horse Brigades.



A substantial rebuild of the Ford cars at camp.



Jack Langley, a foundation member of the Light Car Patrol is pictured by a Rolls-Royce armoured car. Sergeant Langley was regarded by James as his right-hand man and a true leader. Tragically, he died of malaria in January 1919 and was buried at Aleppo, Syria.



An armoured car stuck in the sand - a common problem with the heavy Rolls-Royces.

The Australian 1st Armoured Car Section and the 1st Light Car Patrol

Ian Berg



The heavily armoured Rolls-Royces frequently got stuck in the sand. Over time much of the armour plating was removed in order to lighten the vehicles.



One of the box cars with a broken axle necessitating a repair back at camp.

Into 1918 the Australian Light Car Patrols continued to work with the British Light Armoured Car Batteries with their Rolls-Royces and did so right through to the end stages of the war. In September 1918 they participated in the Battle of Megiddo and the collapse of the Turkish forces in Syria. They supported the 3rd Light Horse Brigade capture of Damascus, and the final dash to Aleppo, a finale to the campaign. It was Lawrence of Arabia who, with other British Officers, famously sought to stir up the Arabs against the Turks. This resulted in

the Arab revolt which captured the port at Aqaba and went on to attack Ottoman supply lines adopting hit and run tactics on camel and horseback. Lawrence was a great enthusiast of the Rolls-Royces vehicles and famously entered Damascus in October 1918, as it fell to the Australians and the British. He was driving the Blue Mist, Rolls-Royce chassis 60985, a car that he had previously commandeered.

At the end of October, the Ottoman Empire was granted an end to hostilities, and Germany following suit on November 11. The end of the war had not reduced the extent of hostilities between rival Arab tribes, and hence the Australians continued to be in demand for policing work. One of the Australian Light Car Patrol members reported 'the whole population seemed to be made up of cut-throats and robbers.'

Apart from the sheer resilience they demonstrated in very harsh conditions, the Australians proved very proficient with mechanical repairs and improvising as needed. The Rolls-Royces and Fords had demonstrated their reliability, while the Fords were particularly agile in the sandy conditions. During all the campaigns not one of the Fords was lost, although at times cars had to be abandoned due to breakdown and recovered later. It is not known what became of the individual cars of the 1st Armoured Car section or the Light Car Patrols following the war. However, no doubt there has been much research into the fate of the British Rolls-Royce armoured cars and tender vehicles.

The war in the Middle Eastern reshaped the future of the entire region. It also underscored the value of motor units during in war.



The New Hudson motorcycle initially used by the 1st Armoured Car Section and subsequently by the 1st Australian Light Car Patrol. It is fitted with a Lewis machine gun.

Acknowledgements:

Photographic collections of the families of Ivan Young and Percy Cornwell held by the Australian Tank Museum. All photographs from the ATM unless otherwise indicated.

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

Lawrence of Arabia

The capture of Damascus involved Australian cavalry divisions, the Regular Arab Army, the British cavalry as well as many Arab irregulars who participated in the liberation. On October 1, the Arabs, with Lawrence in Blue Mist, his Rolls-Royce, entered Damascus with sections of British cavalry. 'Damascus went mad with joy,' Lawrence recalled. For the first time in centuries, the Arabs were free of Ottoman rule.

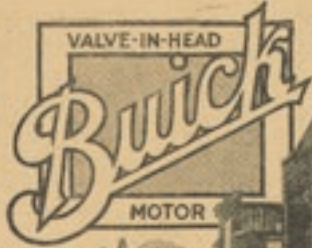
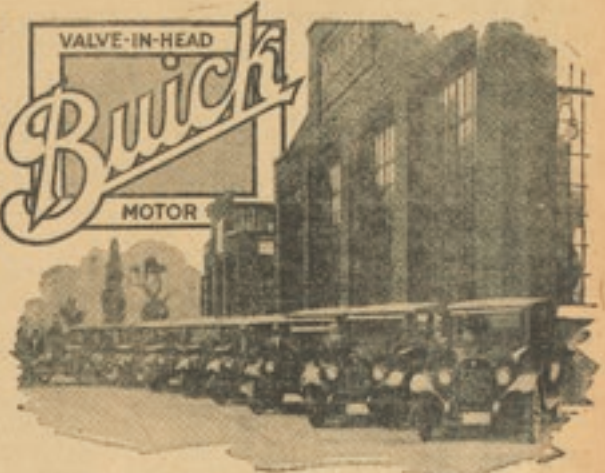
Lawrence had requisitioned the Rolls-Royce, having come across it in Cairo. The car is chassis 60985, a 1909 model, and its identity only determined in recent years. It had been taken to Cairo by its owner who was a member of the British High Commission.



Lawrence of Arabia is seated alongside the driver on his arrival into Damascus in October of 1918. (*Praeclarum*, Feb 2019)



Chassis 60985 is shown following its requisition and removal of the original coachwork. Note the artillery wheels, whereas the later photograph shows the car has wire wheels, presumably fitted during its period of service. (*The Tank Museum*, UK)

When Buick was "Second" Choice

At the Springfield Plant, Springfield, Massachusetts, the following officials, seen in the illustration, right to left, are Buick executives:

Thomas M. General Superintendent,
George E. Works Superintendent,
F. W. Head, in charge of District Assembly,
E. A. Phillips, Chief Tester,
E. C. Condit, Experimental Engineer,
Thomas Whiting, in charge of Body Plant,
S. T. Simpson, in charge of Chassis Assembly,
George W. Motor Shop Superintendent,
John Graham, Service Manager.

In addition, Mr. Davis, Assistant Works Manager, and Mr. Perkins, Assistant Superintendent of the Body Plant, are Buick men also.

Significant of Buick mechanical excellence is the fact that among Buick owners are eleven leading officials of Rolls-Royce of America, Inc., producers in this country of one of the world's finest and most expensive motor vehicles.

Looking for a car of tested design, construction, and moderate price, it is a splendid compliment to Buick that these men, associated with such a wonderful product themselves, and in a position to judge the merit of a car, selected Buick.

And, yet, their decisions were only natural when one realizes that for twenty years the Buick adaptation of sound engineering principles has been held in high esteem by engineers and others schooled in things mechanical.

Other Buick owners find in the choice of Rolls-Royce officials authoritative confirmation of their own preference.

: Special Announcement :

NEW BUICK PRICES

Four Cylinder Tourer . . .	\$1425	Six Cylinder Tourer . . .	\$1545
Four Cylinder Roadster . . .	\$1420	Six Cylinder Roadster . . .	\$1535
Big Six Cylinder 7-seater . . .		\$1600	

ALL MODELS EQUIPPED WITH FIVE TYRES.

The Substantial Reduction on Buick Cars effective as from 1st February, 1923.

WHEN BETTER CARS ARE BUILT BUICK WILL BUILD THEM

These 1923 New Models at Reduced Prices offer absolutely Best Value for Money in Motor-Car Market.

SOLE VICTORIAN DISTRIBUTORS . . .

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Will
Impress You.

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PTY. LTD.

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Telephone: 100, 101, 102, and 103 Central

A Demonstration
Will
Convince You.

WE WILL FINANCE YOU TO PURCHASE

Right: The 20hp Rolls-Royce engine has been at various times compared to the six cylinder Buick. Buick featured overhead valves almost from the start and was a renowned and reliable power plant. It seems some Rolls-Royce executives also admired the Buick. The advertisement is from the 13 February, 1923 issue of the Melbourne Argus.

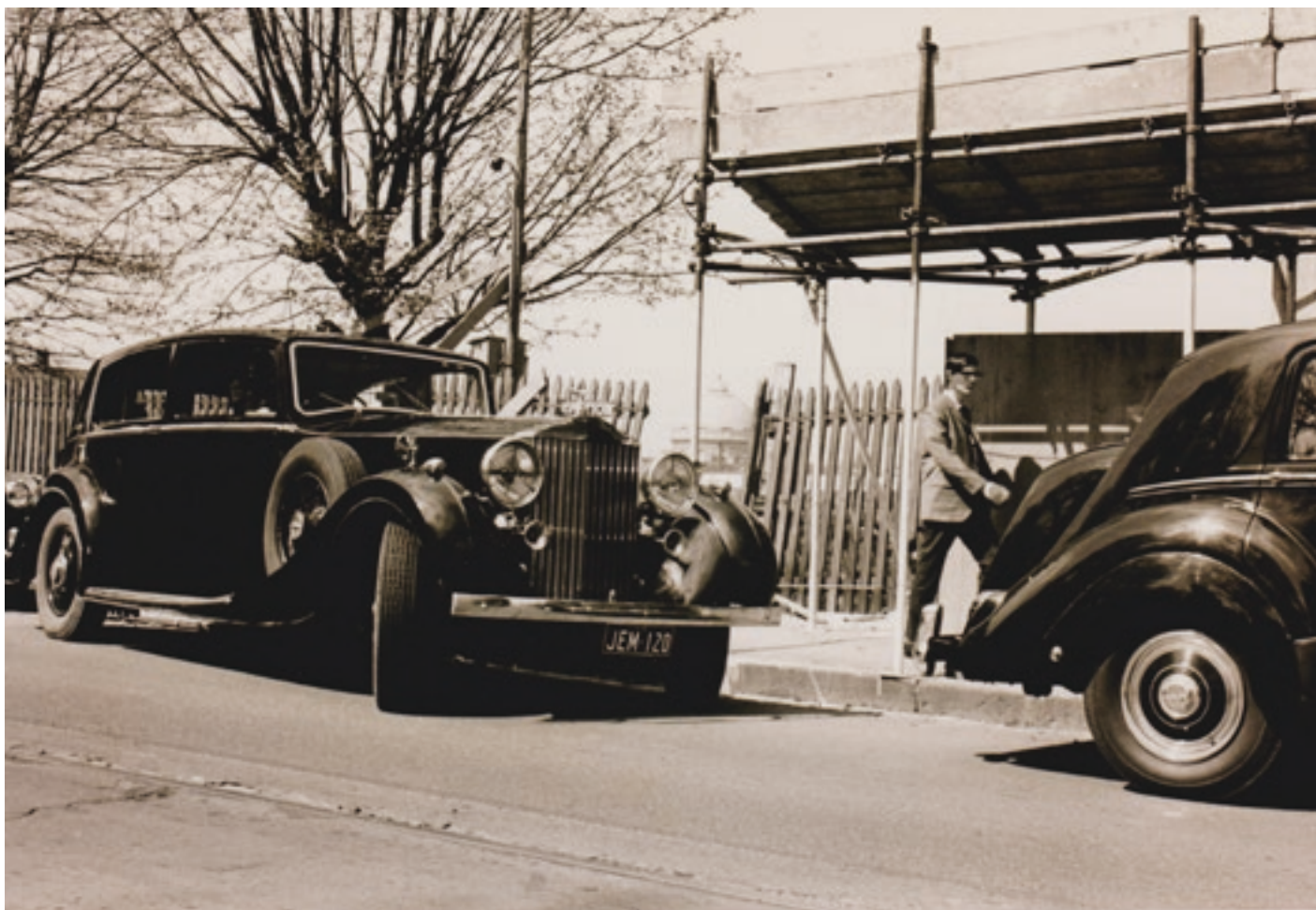
Phantom III Cars in Australia between 1936 and 2021 - Part Four

Steve Stuckey

No. 11, Chassis 3CP82, in Australia from 1957 to the present

Ordered by dealer The Car Mart Ltd. to be held as stock, this chassis carried an H J Mulliner saloon with division body, painted black with fawn leather upholstery. It was delivered on 26 July 1937 and sold to George John Dawson of Clapham, London (born 1908), his second Phantom III after 3BU146. The car was sold 18 months later and was sold again post-war by Jack Barclay Ltd, twice. The second time, on 7 February 1946 was to the Foreign Office for use by the

British Ambassador in Paris. After three other owners 3CP82 was shipped to Australia in 1957, rumoured as deck cargo. The owner was a Mr E C Frecklington of Roma, Queensland. In 1962 it was sold, before going to James Matches in Melbourne in 1963, where it was first registered JEM-120 on 15 March 1965, changed to RR-121 on 13 October 1972. The car was used at numerous events until dismantled for restoration; in 2002, still not completed, it was sold to Frank Schellekens in Victoria; it is reported as now restored and roadworthy, but little used.



3CP82 in Melbourne in 1966 (photo taken by and care of Martin Bennett)

No. 12, Chassis 3AZ158, in Australia from 1959 until 1973

Some might argue that this is the most attractive of the forty Phantom IIIs that have spent some time in Australia. It is, of course, one of those "Owen" drophead sedanca coupé bodies built by J. Gurney Nutting. The chassis was sent off test on 7 September 1936 and used by dealer H R Owen Ltd. to fulfil an order from Albert, the 6th Earl of Rosebery; it was his sixth Rolls-Royce, and he kept it until September 1953. Imported into Australia by Bernard Dowd in 1959, it

was sold later to Derek Rice and then in 1965 to Owen Bailey of Victoria. His eight years of ownership saw the car get much use, including at RROCA rallies. In 1973 3AZ158 was sold to the USA and then in 1996 to Germany. Since 2012 it has been owned by Sir Michael Kadoorie and has been subject to an extensive restoration. Sir Michael also owns the ex-Australia Phantom II Continental 60SK, with the earlier version of the Gurney Nutting Owen drophead sedanca coupé body.



3AZ158 at a RROC Victorian Branch meet (care of Rob Bailey)

No. 13, Chassis 3CM105, in Australia from the early 1960s to 1993

This chassis was sent off test at Derby on 5 January 1938 and despatched to Hooper & Co. who built a limousine body, with body number 8984 to design 7176, painted in dark green over black. They sold the car to John Spedan Lewis (1885-1963), son of the founder of John Lewis Partnership, food distributors. In the early 1960s it was in the ownership of Percy Markham in Perth (see also 3AX121 below), registered UMA-345, before being sold to John Glover of Victoria who had it registered there on 27 November 1964 with number JDC-010. It featured in an article in *Modern Motor* in May 1967, where its opera lights on the leading edge of the roof were commented on. In 1974 the car was sold to Peter Kennedy, by which time it had been reregistered LSZ-121 and then RR-292 on 18 April 1974; 3CM105 was owned by 1989 by Noel Roscrow. In 1993 it was sold to Japan, and has been in Germany since 1999.



3CM105 on English trade plates, en route to the wharf for shipment to Australia (Stuckey archive)

No. 14, Chassis 32EX/3DEX202, in Australia from 1965 to the present

Without doubt the most significant Phantom III to have come to Australia (and perhaps the most important of all Phantom IIIs), this is the third experimental car (or Spectre). First registered in May 1935, it was the chassis on which the production models were based. It was a demonstrator car at the 1935 Paris Salon, and did a 15,000 mile European test run. Fitted with a Park Ward saloon body finished in dark grey, it was retained by Rolls-Royce until February 1940 when it was upgraded to the latest specifications and renumbered 3DEX202. In that month it was sold to its first private owner, who requested Marchal headlamps be fitted. In 1965 the car was imported into Australia by great enthusiast John Griffiths of Victoria, who owned it until his death in 2014, when it passed to his son Rich. In 2016 32EX/3DEX202 was sold to Peter Moran and sent to Perth for conservation.



32EX/3DEX202 with John Griffiths in Melbourne, 13 December 1970 (care of John Griffiths)

From the Photo Album

Ian Berg

We all have old photo albums gathering dust or hiding in the bottom of a drawer. Occasionally we dig out them out for some fun. If you have photos of early Rolls-Royce motorcars, or tours or rallies of interest, please send them in with an explanatory note and we

will feature them in future issues of the Gazette. Here are some from the Sir Henry Royce Foundation, the collection of Jim Cooper via the VCCA (Vic), and from Peter Ratcliffe.



The above photographs were taken at Mallacoota in 1975. Peter Ratcliffe recalls the then owner telling him he was going to 'do it up'. It is a Phantom II, chassis 186XJ, with a Martin & King body. The car was recently reported in Restored Cars magazine and is now fully restored, a feature of the restoration will be in the next issue. It is owned by Peter Oliaro from Victoria. A comprehensive history of the chassis can be found in Rolls-Royce and Bentley in the Sunburnt Country (Clarke/Neely).



This car is a 1926 production, chassis GYK82, and was a Freestone & Webb fabric bodied coupe. It came to Australia in 1932. The car was restored in the early 1970s when it had an aluminium sports roadster body fitted. It is pictured when being judged at an early RROC(Vic) concourse. The current whereabouts are unknown. (SHRF)



Pictured is a Smith & Waddington bodied 1923 20hp, chassis 77A2. This car was originally owned by Col John Arnott, one of several Rolls-Royces owned by the Arnott family. The car was used regularly on RROC rallies in Victoria. According to Rolls-Royce and Bentley in the Sunburnt Country, it has been re-bodied since, a great shame given the rarity of original touring coachwork on these cars. The current whereabouts are unknown. (J Cooper)



Originally this car was fitted with a Waring Brothers touring body but very early in its life it was re-bodied as a saloon, also by Waring. It is a 1923 model, chassis GF2. The car was exported to the USA, and then to Switzerland. It is not known where it is now. (SHRF)

The 2021 Federal Rally of the RROC - Geelong

Ian Berg

Here is a photographic selection of the early cars seen at the 63rd Federal Rally of the RROC held in Geelong in May of this year. It was good to see the pre-war cars feature so prominently in various class awards:

20hp & 20/25 –
Peter Jordan-Hill, 1931 20/25, chassis GNS60.

25/30, Phantom III and Wraith –
Howard Wraight, 1938 Wraith.

Overall Concours Winner –
Bob Roberts, 1926 20hp.

Originality –
Gilbert Ralph, 20/25.

Photographs have been provided courtesy of Brian Carson and Rory Poland.



1926 20hp, chassis GUK76, Bob Roberts.



1938 Wraith, chassis WXA50, Howard Wraight.



1928 Phantom I, chassis 24FH, unknown.



1931 20/25, chassis GNS60, Peter Jordan-Hill.



1936 20/25 chassis GTK20, Gilbert Ralph.



1932 20/25, Chassis GHW8, Kevin Kane.



1932 20/25, chassis GHW75, David Axe.



1927 Phantom I, chassis 44EF, John Reis.



1929 Phantom II, chassis 99WJ, Robert Costa.

For Sale and Wanted

FOR SALE

1923 R-series, long-wheel-based 40/50 h.p., 97LK. Victorian registration RR322. Off-test in March 1923, the chassis was ordered through Dalgety's by Albert Hole Davie of "Yarramundi", 27 Ormond Esplanade, Elwood. It was bodied by the prestige firm Waring Brothers of Elizabeth Street, Melbourne, and appeared on their stand at the 1923 Motor Show, at the Exhibition Building. It still has that original body, finished in eye-catching red with black leather.

In May 1934, this was the car used to collect the newly-arrived Governor of Victoria, Lord Huntingfield, and his party from St Kilda pier and take them to the Melbourne Town Hall and Government House. It featured in many Company publications, and other motoring journals, photographed in various places around south eastern Australia in the 1920s and 1930s. From 1964 to 2017 it was in the ownership of Richard Knight, and was regularly used for RROCA and 20-Ghost Club events. This is a car that has always been well maintained, and has had few owners in almost a century.

The body, resplendent with its polished blackwood trim, original fittings, occasional seats and rear screen, was refurbished and retrimmed when the engine was rebuilt in the late 1980s/early '90s. The hood, tonneau covers and hood bag were all remade at that time. A bespoke English-made radiator core was fitted in 2018 under the supervision of The Derby Works.

Back in the Exhibition Building for the first time since 1923 for MotorClassica in 2016 (above photo), the car won the Vintage and Veteran section, and also the 110 Years of Rolls-Royce award.

In excellent condition. One of Australia's grandest Ghosts, and an important part of Australia's motoring history, ready to be enjoyed into the future.

For sale at \$400,000, to include a complete tool set in fitted trays, as per the Company Catalogue of Parts.

Contact: Dr James Baxter 0439 30 70 22 or jamesb613@outlook.com



New Members

We welcome Brian and Vicky Head from Croydon in Victoria who own a 1929 20/25, chassis GXO21, and a 1926 20hp chassis, GUK63.

Also welcomed are Rick and Jill Cove, from Newlands Arm in Victoria, who own GH21, a 1924 20hp Rolls-Royce saloon and also 1929 20/25hp Rolls-Royce GGP19 'shooting brake', a car that may be familiar to early RROC members as it was owned and used extensively by Rick's father Frank in the 1960s.

New members Steve and Liz Phillips have purchased the ex-Gilbert Ralph 1936 20/25, chassis GTK20, and finally Carol Van der Pennan has also joined and is looking for a small hp Rolls-Royce from the 1930s.

We look forward to seeing you all at a future event.



Rick and Jill Cove's 20/25 when owned by Rick's father Frank.



GH21, the 1924 20hp owned by Rick and Jill Cove.



1926 20hp chassis GUK63 as purchased by Brian Head at Shannons auctions in 2017. Photo courtesy of Shannons.



The 1929 20/25, chassis GXO21, owned by Brian and Vicky Head.



The 1st Australian Light Car Patrol are photographed in 1919 at the American College at Ainab in Turkey, 80 miles north of Aleppo, following the armistice. There are a number of Ford light cars, an ambulance and also what is thought to be a German car, one of many captured during the campaign. Only one Rolls-Royce box car can be seen on the left. The soldiers are a mix of the Light Car Patrol personnel and other drivers. See article page 16. Photo courtesy of Australian War Memorial.