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ISSUE 14



# 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.

Eligibility 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: noelbaker@yahoo.com.au  
t: 0428 597 994

**George Blenkhorn**  
e: blenkhorn@gmail.com  
t: 0429 139 902

**Mick Matheson**  
e: mick@phantom2.com.au  
t: 0415 666 147

**John Rowney**  
e: johnrowney@bigpond.com  
t: 0413 676 833

#### 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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Phantom I, chassis 48OR, is pictured in a forlorn state in the 1950s. See the story on page 5.

# Coming Events

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

|                               |                                                                                                                             |                                                                                                          |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| <b>October 10 - 16, 2022</b>  | <b>2022 National Tour including Annual General Meeting, 20hp Centenary and Club Anniversary Celebrations, Mount Gambier</b> | <b>Director:</b> Rory Poland<br><b>Phone:</b> 0422 163 827<br><b>Email:</b> polandonhigh@optusnet.com.au |
| <b>November 20, 2022</b>      | <b>South Australian Christmas luncheon, Edinburgh Hotel, Mitcham</b>                                                        | <b>Director:</b> Rory Poland<br><b>Phone:</b> 0422 163 827<br><b>Email:</b> polandonhigh@optusnet.com.au |
| <b>December 1, 2022</b>       | <b>Victorian Christmas luncheon, Pier 10, Shoreham</b>                                                                      | <b>Director:</b> Bruce Humphries<br><b>Phone:</b> 0407 545 037<br><b>Email:</b> Bruce@Humphries.com      |
| <b>December 2022</b>          | <b>Christmas lunches New South Wales, Queensland, Western Australia TBA</b>                                                 |                                                                                                          |
| <b>February 20 - 23, 2023</b> | <b>The Great 20-Ghost Gippsland Getaway - Warragul</b>                                                                      | <b>Director:</b> Greg Wayman<br><b>Phone:</b> 0402 009 901<br><b>Email:</b> greg.wayman13@gmail.com      |
| <b>March 22-27, 2023</b>      | <b>RROC Federal Rally, Hahndorf, South Australia (with accompanying tour from Melbourne TBA)</b>                            |                                                                                                          |
| <b>October 2023</b>           | <b>2023 National Tour, Milawa, Victoria</b>                                                                                 |                                                                                                          |

## The Great 20-Ghost Gippsland Getaway

The 20-Ghost Club, in conjunction with RROCA Victoria, will be holding a four-day (three night) event from 20th to 24th February 2023. We will be utilising The Mercure Hotel at Warragul as our base. Day trips have been designed to provide drivers of pre-war cars and their passengers with diverse and engaging journeys.

### Day One

We will meet at 10.30 (for an 11am departure) from Tooradin. Tea and coffee are available at the café. We will then head off to Loch for a light lunch at 12.30.

After lunch we will head off to Trafalgar via Mirboo North. The Holden Museum at Trafalgar will be our destination, prior to a short trip back to Warragul where we will check into the Mercure Hotel, prior to drinks and a casual meal in the adjoining restaurant.

### Day Two

We will travel via the Old Sale Road to the Yallourn/Morwell area. This is a great day driving with various viewing spots along the way. We will

have lunch at a local pub, before heading back to Warragul via the Haunted Hills. That evening will be free for you to make your own arrangements.

### Day Three

Today we will head through the hills and dales of South Gippsland, as we make our way to the coast. Our lunchtime destination is the outdoor museum at the State Coal Mine. We will have a casual meal in the café before you explore, at your own pace, this fascinating piece of Victoria's history. The route home will take you on a scenic drive along the coast from Cape Paterson to Inverloch before winding your way back to Warragul. That evening we will have a special "final night" meal at a local restaurant.

### Day Four

After checking out of The Mercure Hotel, we will head north towards the Yarra Valley where we will enjoy a casual lunch before bidding farewell and heading home.

We are now inviting expressions of interest to Ian Berg (bergathol@gmail.com) and Greg Wayman (greg.wayman13@gmail.com).

## Front Cover:

The 1925 Twenty pictured belongs to Tony Strachan and is a fresh restoration. Tony is busily preparing the car for the Mount Gambier National Rally. This is not the second time Tony has owned the car and the full story of his earlier travels with GNK50 and how he came to re-acquire it can be found on page 6.

# Chairman's Report

Hopefully with the worst of Covid behind us and the cold wet winter we have experienced, we again will soon be able to experience driving our cars again. During the cooler period, however, there has been activity in the ownership of pre-war cars. Adrian Ackhurst from South Australia has purchased a Silver Ghost from Graham Singer, Murray Stack purchased a 25/30 from Rex Vincent, Carol Van der Pennen purchased a 25/30 from John Smith and James Baxter and Anthony James have respectively purchased a 25/30 and P111 from overseas. As none of the above cars have been a club events recently, we are looking forward to seeing them out in the future. In acquiring his Silver Ghost, Adrian has also passed on his 20hp, and it has been acquired by new member Gregory Bayton, so we will no doubt see it in action again too. Other new members we welcome are Murray and Christine Stack, Max Cuypers, Hugh and Jenny Morrow, and Peter and Ann Toet. Please see page 26 for details of their vehicles.

I have been advised the restoration of Charlotte (the ex-Gil Ralph 20/25) is progressing and we look forward to seeing this vehicle in the not-too-distant future.

Our congratulations go to Bob Roberts who recently shipped his 20hp to the UK and has extensively toured the UK and Europe and participating in the RREC National Rally where he won a class trophy. Congratulations Bob.

Mount Gambier, our 30 years in Australia celebration, is becoming closer by the day and we have some 100 people and 46 cars registered for attendance. Overlanders to the event have been organised from each state with David Davis from New South Wales and Anthony James from Victoria coordinating these pre-event tours. Should any member who has not entered but has now decided they would like to come, give me a call and we will see if a spot is available. We are very pleased at the response to the mileages submitted for the trophies and the results will be announced at our AGM in Mount Gambier.

Going forward, we have a pre-war run organised in Queensland in September, and a four-day joint pre-war event with the RROC in the Warragul Victoria area early in the New Year. The committee is currently looking at several proposals for an event in New South Wales.

Whilst we always endeavour to keep our records up to date this can only happen with the assistance of the members. I ask all members to check the Club Membership Directory again please, either the hard copy we forwarded early this year or the online details in the member section of the 20-Ghost website. Should you find it is incorrect please contact Bruce Humphries who will make the necessary changes.

*Happy Motoring*

Rory Poland,  
Chairman

# Editorial

On October 6th, 1921, Rolls-Royce announced the new 20hp model, the smaller companion car to the mighty Silver Ghost, commonly referred to as the 'Twenty'. The timing of our National Rally, very close to the centenary of the release date, is perfect to mark the occasion and hence there will be real focus on the model. The small horsepower Rolls-Royces are affordable, less complicated, and easier to maintain. It is not surprising then that the Twenty appears to be increasing in popularity, and Rory Poland advises that he expects ten examples to be at the centenary rally.

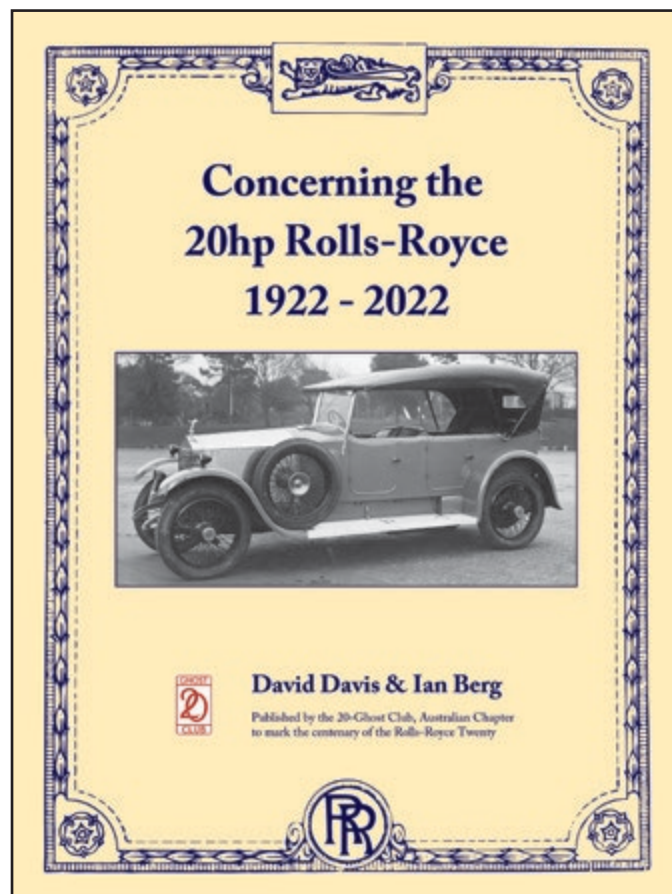
At the rally we will also be releasing the book *Concerning the 20hp Rolls-Royce: 1922-2022* by David Davis and me. When I had the opportunity to get involved in this book, I could see that it was going to be outstanding. Hence, I am pleased to have worked with David on the project and believe it will be very well received. The book represents a major undertaking by the Club, and it is a real differentiator for the 20-Ghost Club amidst the crowd of car clubs in Australia.

UK enthusiasts have also been celebrating the centenary, and I thank Tom Jones for his report on what appears to have been an outstanding series of recent events.

It is also excellent to see that Tony Strachan has completed the restoration of his 1925 model, chassis GNK50, and you can see this very appealing car on the cover and featured within.

We'll see you at Mount Gambier!

*Ian Berg, Editor and Secretary*



# Chassis 48OR - A Homely Conversion

Ian Berg

The Sir Henry Royce Foundation houses an incredible array of books, documents and photos amongst its archive collection relating to all things Rolls-Royce at the Bill Allsepp House in Melbourne. Archive volunteers, under the leadership of Gilbert Ralph, have done a wonderful job in preserving, identifying and indexing the collection. Many photographs have been digitised, and many have not, so there remain some gems to be discovered in the collection.

I recently spent time at the archives and collected a series of images. The photographs of 1929 Phantom I chassis 48OR, in a very distressed state, appeared in a series from the late Patrick Kane-Wright. Seemingly taken in the 1950s or early 1960s, only the chassis number is identified on the back of the photographs.

Fitted with a caravan body sleeping four, the chassis of the Phantom I was lengthened in 1937 by the Romany Road Caravan Co. Pty Ltd of South Melbourne. It weighed 3½ tons and was 21ft 10in long. *Rolls-Royce and Bentley in the Sunburnt Country* (Neely/Clarke) reports the car as having been returned to the original chassis length in the 1960s and a replica tourer body fitted. It was last reported in Western Australia, but where is it now?

The caravan was pictured in *The Australasian* on 19 February 1938 (see photo) and *The Argus* on 8 February 1938 described the car and the fact it had a sleeping berth for the chauffeur at the front. The following is a transcription of that text.

## LUXURY CARAVAN DELIVERED

### Rolls-Royce Chassis

Caravanning will have its peace and quietness for Mr GR Nicholas, of Toorak, who took delivery yesterday of one of these miniature homes built on the chassis of a 40/50 horse-power Rolls-Royce.

Beautifully finished in ivory and black, the caravan has accommodation for four persons, and an enclosed front compartment with combined seat and sleeping berth for a chauffeur. It was built by the Romany Road Caravan Co Pty Ltd, of South Melbourne, and weighs 3½ tons.

The overall length of the caravan is 21ft 10in; the height from the ground is 8ft 5in, and of the interior about 6ft. Special attention has been paid to the detail of the interior and external appearance of this luxury travelling home.

From a distance it looks like a huge limousine with the lower portion of the body in ivory, the upper half in black, and a gently sloping rear. Large rectangular shaped windows with rounded corners are in the sides and rear; the cap of the petrol tank filler and door handles are recessed in the coachwork, and the rear wheels are covered with ivory-coloured shields, finished with three narrow strips of chrome.

### Interior Appointments:

The walls of the caravan are insulated against sound and heat, and although nothing which could make a journey more comfortable has been excluded, there is ample room to walk about the interior.

Cushioned seats and a folding table are at the rear, and when these are not in use they may be converted into a double bed 6ft 3in in length. On one side are an enclosed sink, and petrol stove, ice chest, bread cupboard drawers and cupboards and on the other side a full-length wardrobe with mirror, and more drawers.

Built in on the front panel are a wireless, electric light with rounded glass shade, and an electric fan which receive their current from two six-volt batteries. Other shaded lights on the side walls and at the rear illuminate the interior.

Water is pumped from a large tank beneath the sink. On one side of the caravan, and hidden away, is a long box for carrying fishing tackle and golf sticks.

The interior of the caravan is finished in cream and jade green with tapestry curtains to match. The handles of the doors and cupboards are of black and chrome.

Looks like the Chauffeur had to sleep sitting up!



As photographed in the *Australasian* in 1938.



This photograph, like the one on page 2, is from the SHRF archives.

# A Twenty Returns Home

Tony Strachan

The voice on the phone was peremptory 'your Twenty is for sale in the US, you must buy it back' – such were the instructions from one David Davis, the keeper of the flame for the 20hp Rolls-Royce. I did.

## The Travels of a 20hp Rolls-Royce

I quote from my journal – July 29, 1963 – 'Embarked aboard Royal Hellenic Mail ship 'Patris' amid scenes of indescribable confusion. Ship finally sailed at 12.54am. Park Ward 20hp loaded on ship during the day – apparently without incident' (little did I know). Two friends, Don and Paul, embarked with me. So began the most dramatic and probably the longest trip of my, at the time, every-day car. GNK50, coachwork by Park Ward, had been delivered in 1925 to Sydney for Mrs Hill. It was later owned by a Dr Rees, and it was probably he who had the vehicle 'modernised' in the 1930's, mainly by altering the front wings to look more of that period. These changes were easily removed when I bought the car in 1961.

Well, after a delightful voyage – we learnt some Greek, we danced, we almost missed the ship in Columbo and after a truly memorable day in Cairo, we arrived in Piraeus on a very fine Sunday, August 25th. We could live on the ship, but after three days touring by bus, we were disenchanted on arrival back in Athens to find the car unloaded with a dint to the back bodywork and an off-side front wing slightly pushed in. The damage was repaired in London many months later.



*Camping in Greece in 1964 - Paul with a petrol stove.*



*In Greece, two different forms of transport.*



*A current side view of the car, now fully restored, and photographed in July 2022.*

The car was heavily laden, with three of us, a great deal of luggage and a tent designed to cover the car and form a room beside it. The front seats slid out easily; we had two pump-up beds with a stretcher outside. This latter bed was the favoured position until we found scorpions in a Greek field. Frankly Greece, then very poor, was a culture shock, but overall, we had a wonderful time; camping by the sea; buying produce for next to nothing in markets and cooking dinner in a big pressure cooker on either our petrol stove or our small gas stove. A particularly delightful area was the Pelion range on the Peninsula of Magnesia – my Journal ‘very spectacular scenery, high mountains, narrow winding road, lush vegetation, but growth is very close, colours of deep olives and browns with sea always the most brilliant blue’. The Greeks were always generous – often giving us fruit, raisons etc. This led to a delicious, shared dinner on Corfu, when we stewed up rock hard nectarines, nuts, raisons and retsina in the pressure cooker. On Corfu we were lucky to meet the Voss family, from England, in whose 16th century barn the Park Ward was stored in mid-1964, while I settled in to living and working in the UK.

It was August, very hot and Greece is quite mountainous – the Twenty performed valiantly and gave no trouble though engine temperature was often in the nineties. It boiled briefly once. The roads were often a nightmare with carts, donkeys, people walking, whilst the standard of driving of trucks and busses does not bear recollecting. But we survived, indeed were enriched by the whole Greek experience. We flew a small Australian flag in Greece, but afterwards, it was only flown in communist countries. I still have the flag.

ITALY – I quote again from my Journal ‘what a civilised place after Greece’. Our adventures in Italy could be the subject of a small book – a superb drive in the evening stands out - from Naples to Rome on the new autostrada. We had arrived after 10pm to beat the peak traffic but were stopped twice by the police for illegal moves (Australian innocents abroad - in sign language, they believed us).

Later we had the good fortune to meet Francisco Santovetti, Secretary of the Circolo Romano Automobili d’Epoca. This charming and most hospitable chap parked the Twenty in the garage of his Rome Villa where I later did the only mechanical repair in nine months, that of replacing the cork in the starting motor clutch. Francisco had a substantial car collection, including a Rolls-Royce Phantom I, a 1929 Isotta Fraschini, a type 37 Bugatti a 1931 Alfa and other superb cars. He took me to excellent lunches and a stunning dinner at Sans Souci in Via Veneto beginning at 11pm. The innocent Aussie was maturing. Over the years I’ve been back to Rome several times, even having my 80th birthday dinner there in recent times.

I pause to reflect on the great advantages of having such a personal car on such a grand tour. Passing

through all these different countries over 9 months, retreating to the Park Ward was a sort of coming home – a very reassuring feeling – great at combatting feelings of home sickness.

We stayed in many of the best cities in Italy. For Venice we were lucky to arrive by water at the Doge’s Palace – having camped further down the coast. Then to Austria via the Dolomites, including the Pass of Costalunga (1753m), the Pass of Pordoi (2239m), the Pass of Falzarego (2105m) and were disappointed that the Grosslockner Pass was closed. In delightful Klagenfurt we accidentally caught up with a Gerolf Prause who had just purchased for restoration a P 2 by Thrupp & Maberly. Then it was Vienna which was, so far as we were concerned, the music capital. We stayed 16 days and attended 10 (proper) concerts. We also attended a meeting of the Österreichischer Motor Veteranen Club – having an old car is a great way to meet people. This is what I did, again by chance, in Budapest when a 1929 Steyr came our way – owned by a young chap whose family gave me dinner.

However, getting to Communist Hungary had its amusing aspects – over one hour delay at the border where the custom officials thought the car a huge joke – they kept blowing the klaxon and virtually dismantled the interior. Paul, who had been born there, spoke some Hungarian (his parents came to Sydney in 1938), so we had contacts which proved most hospitable. On leaving, we were given a duck by an old family retainer. Operas, museums etc were experienced with Paul’s cousin, a charming artist lady, Kata Benedek – I still have the drawing by her signed ‘Remember Hungary and Me’. It was somewhat sad to see Kata – who spoke five languages and who had travelled extensively in Europe pre-war – stuck in this restricted society.

Back to Vienna – more concerts - my Journal says ‘a particularly memorable drive’ to Salzburg – more concerts – to Munich on the autobahn. More museums and a handsome 20/25 Rolls-Royce in the street. Back to Salzburg for a special concert (it was sold out, we sat on chairs on the stage) and on later to Innsbruck and Stuttgart where we saw the Mercedes Museum.

Amusingly, in Germany one was not (in those days) to arrive at a Youth Hostel in a car, so we would park a couple of streets away and turn up looking exhausted. In France, no one cared about arriving in a Rolls-Royce. I remember a delightful stay by the Rhone looking across at the Palais des Papes in Avignon. Sometimes we stayed in inexpensive hotels in cities or if convenient we slept in the car. When it became cold, camping was no longer a satisfactory option.

Another comment about the 20HP Rolls-Royce. It can be annoying to hear Twentys described as slow, heavy etc. GNK50 is a ‘goer’. From Mildura to Hay in the early 1960s after a RROC Federal Rally, the car averaged 54mph. In Germany on the autobahn, I could pass trucks in the rain at just over 60mph. In nine months,

the car ran smoothly, coping with all conditions (tuned by your-truly, I may add). I have often speculated since on the virtues of driving a two-wheel brake car with a crash gear box.

Our objective was Frankfurt where Paul was to leave us to work. After four days touring, we went to a performance of the Bach Mass in B minor, afterwards bidding an emotional farewell to Paul. Don and I sped off to Zurich in high winds and heavy rain.

The Park Ward has an all-metal roof, so the car is always dry and snug. Park Ward were newcomers to coachwork and were innovative. GNK 50 has very good proportions with fine mouldings around the doors. The opening V windscreen with the slim pillars is not only practical but sets off the frontal appearance splendidly. The weight of the body is appropriate to the engine's performance – unlike some later cars which had excessively heavy bodies – quite at variance with Sir Henry's ideas of what was appropriate for a Twenty.



*Camping in Switzerland with Don and some visitors.*

Zurich impressed us both – I visited the Stock Exchange – I had been visiting various Exchanges as I had introductions from the Sydney Stock Exchange where I had worked. Next was beautiful St Gallen. We then had a particularly memorable drive through Rapperswil, Schwyz, Brunnen and Goschenen where we boarded a train to Como. All good things came to an end in an 'hideous traffic jam' at Varese.

Milan was very wet and unpleasant (Kennedy was assassinated) and we were glad to move on to handsome Turin. I had an introduction to Lancia, so was very pleased to drive the latest Flavia coupe. (Later I acquired Lancia Fulvias in Sydney)

We were pleased in Turin to meet the very welcoming Prof. Quaglino, President of the Veteran Car Club Italiano. I gave him two articles which were published in the club magazine *La Manovella* – 'Tre australiani a zono per l'Europa con una Rolls-Royce del 1925', and 'Appunti sul movimento dei Veteran Cars in Australia'.

Off to the French Riviera. My Journal recalls an agreeable dinner of chicken and white wine in the car north of Cannes. This brings back memories of the Michelin maps and the green colour tourist roads in

that area. We travelled on all manner of back roads. The maps had been given to me by Rob Gunnell who had toured part of Europe in his Alvis 12/60.

So on to Avignon – where we stayed in the wonderfully situated Youth Hostel. Then Nimes, Montpellier – a most attractive city and on to the unimpressive Perpignon before passing into Spain. We were horrified by the 'monstrous and hideous' approaches to Barcelona. However, once settled in central Barcelona, we were impressed. I noted that we found the 'modernity of Spain something of a shock'.

We camped in a ruin on the way to Madrid having chicken and mushrooms cooked up in the pressure cooker. Then followed one of the most unpleasant drives of the trip, fog, light rain, mud, shocking roads, heavy trucks, impossible to pass – ouch! However, entering Madrid in better weather about 9.30am we were treated to an unlikely sight. We had been moved off the road by green cloaked police – soon a grand sight came into view – many outriders in white surrounding a stunning Phantom IV – moving at a stately pace – taking Franco taking to the country, we presumed.

We found an excellent hotel in the very grand city of Madrid, spent a day in the overwhelming Prado, and were able to attend a meeting of the Club de Automoviles Clasicos y Veteranos where we saw an elegant 25/30 by Gurney Nutting. After a few days we left for El Escorial and slept in the car that night in a forest. It was now winter – next morning I was appalled to find the water starting to freeze in the top of the radiator and in the water pump. We gathered pine needles, lit a fire, warmed some water and unfroze both. This was a lucky escape – what a disaster had the head frozen. By this time, we were both very cold – we drove to Segovia and found a warm restaurant providing hot chocolate under the wonderfully preserved Roman aqueduct – all covered in snow.

Toledo was also seen under heavy snow. We were glad to set off for Portugal where we encountered much more pleasant temperatures. In those days, the villages of Spain were dirty and poorly kept – what a delight it was to cross the border to Vila Vicosa – paved with white marble, streets lined with orange trees in well laid out pots – so neat and attractive. We then inspected handsome Evora. But, whilst having a coffee in a restaurant, we were somewhat appalled by how one attracted the attention of a waiter – one hissed!

Our objective was Lisbon. It was 19th December. We were fortunate to be able to stay in a Boarding House 'Casa Universitaria' – an excellent set up, with full board. Many of the students were away on holiday, but we made several friends. Board was cheap, but petrol in Portugal was so expensive that we only used the car once. We walked a great deal in this lovely city. I quote from my Journal 'Lisbon for me derives its special character from the 18th century, but this is one aspect of a complex of factors including the type of architecture, the building materials – white stone, tiles,

the use of paint in drab colours in green, red, blue, pink stucco – the hilly nature with the harbour background’ – ‘Although grand in parts and elegant in others, it remains an intimate city’. It was a great success to stay here (my enthusiastic letters back home resulted in a Sydney friend’s coming to live there for three years).

We were interviewed by a Vasco Callixto and an article headed ‘Um Rolls-Royce de matricula da Australia em Lisboa’ was published in *Volante* a motor vehicle paper. I have a copy with a very faded photo of Don, me and the Rolls-Royce.

A note on money – at this time the Australian pound was worth something internationally – I saved for nine months before I left Sydney; this set me up for the fare to Greece, (about 200 pounds, but only 80 pounds for the car, discounted, as I was a passenger) and nine months touring with a bit left over on arrival in UK. Six weeks in Lisbon cost only 30 pounds.

Petrol consumption – 16.8mpg Athens to Lisbon, but an improvement from Switzerland to Lisbon – 17.37mpg.

On a really superb morning of the 1st of February 1964, we set off north, taking our time in several places but especially in Coimbra and Porto. Of course, we sampled the port at Cockburn’s.

We inspected the car museum at Caramulo and were impressed especially by the collection of veterans but also by two Ghosts – 1911 and 1920 and a PII from 1930.

We entered Spain without incident and headed for Santiago do Compostela – my journal says ‘a mediaeval city – more charming than Toledo’ I was unexpectedly pleased to hear Bach on the organ in the 13th century cathedral. Northern Spain is mountainous, attractive, picturesque and has some very winding roads, tiring to drive on. Temperatures were barely above freezing.

We were pleased to be in France again, but in Bordeaux a thief rifled Don’s suitcase. This was the first of our encounters with les voleurs; in Paris we had a more serious encounter and Don was left with barely more than the clothes he wore. I also lost most of my earlier photos. However, France is one of my favourite countries and the drives up the west coast, through the Loire and Chartres were enchanting.

Paris was marvellous – I stayed three weeks. The cleaning of buildings, I noted, had recently taken place, so the architecture – particularly floodlit – looked splendid. One walked and caught the metro, but I did quite a bit of driving in the Twenty showing two friends around. I attended many delightful concerts. I upgraded my hotel from 7/6 per night to 10 shillings a night; I now had a bidet to wash in. The Australian Trade Commissioner kindly took me to visit the Stock Exchange and to lunch – I recall being shocked by his Aussie accent in French. Don went on to London as he had employment obligations later. In one day, after 330 miles, I arrived in Darmstadt where Paul was working and living.



*Some onlookers queuing to view the Rolls-Royce in Prague.*

Paul’s passport needed stamping – so we drove to Luxembourg. Coming back, we, and I quote ‘had a particularly glorious day, firstly along the Moselle Valley, much tasting of wine and secondly down the Rhine Valley’

Further touring beckoned, I set off for Amsterdam on the autobahn in the rain. At the airport I picked up Brian, Jim and Carole (from London) – we were headed to Prague through rain and snow.

I would mention here that I never had the slightest trouble with the 2-wheel brakes on GNK50. Bert Ward had relined them in Sydney. He maintained that in the early 1920’s the Rolls-Royce two-wheel brakes were as good as regular four-wheel brakes.

We were – no surprise - delayed at the Czech border. But approaching Prague was dispiriting; it was wet, cold and grey; the streets were dirty and muddy; the buildings were grey; the noisy trams were grey, and the people were grey. The air was filthy. However, as discerning readers will know, Prague is renowned for its architecture, particularly the gothic and baroque. I was enchanted with this city and with its splendid geographic position. An amusing incident occurred with the car. We had left it in the main 19th century square. On returning, we found a queue of locals walking slowly past looking at this unlikely Rolls-Royce with NSW number plates. We joined the queue; we reached the car; we got in and drove off, rather to the astonishment of the onlookers.

On April 2nd we left for Vienna. My Journal records that my companions were in a ‘delicious mood’ in the bright lights of Vienna after grey Prague.

Sunday April 12 – we were headed to Ostend – on the way the Twenty ‘failed to proceed’. The problem – a broken battery cable. We caught the ferry on time and after a smooth crossing arrived in ‘typical English weather, moist with some fog’. The countryside looked exactly as I had always imagined, seeing it for the first time as a sixth generation Australian. The Glorious Tour was over.



*The Twenty in Budapest with an Australian flag.*



*On the return to London from Goodwood in 1964.*

## Postscript

I soon had a job in the City of London. The Twenty went on one important excursion, to Goodwood, in June 1964. Then - how can I explain my betrayal - I discovered Derby Bentleys. I fell for B18MR, a high vision saloon by HJ Mulliner. I had borrowed money so the faithful Twenty had to go - sold to 'Gus' Savalas, brother of the actor Telly Savalas. Gus was attached to the US Embassy. He registered the car in the UK but took it to Egypt (I have the number plate in Arabic) and then to Virginia. It stayed in the US until the fateful day when David Davis rang me. GNK 50 has now been comprehensively restored; trimming done by Sydney Motor Trimmers; spraying by Brett Ingham whilst all the mechanics have been comprehensively overhauled by Garth Selig.

When I repurchased the car, I never intended a complete restoration, but these things just tend to happen.



*The car as it is now and freshly restored. Much work was done by Garth Selig.*



*The restored interior is finished in leather.*



*The front seats are adjustable and set up for the owner-driver.*



*The delightful dashboard, shaped to follow the V of the windscreen.*



*The car is fitted with a rear seat footrest in which a selection of tools are stored.*



*Numerous tools are also located in the running board compartment.*



*The engine compartment presents beautifully.*



*The tool selection in the footrest compartment.*

# Report on the Rolls-Royce 20hp Centenary Celebrations, 2022

Tom Jones

## 100th Anniversary of the RR 20hp

*Tom and Linda Jones have owned GXL39 (their first Rolls-Royce) since January 2000. They have also owned a Triumph Stag since 1988. GXL39 is a Hooper-bodied 6-light saloon without division. In 2019 they also bought GRJ24 which they keep in New South Wales. GRJ24 was exported to Australia new in 1926 and was re-bodied in 1977 as a four-seat drophead coupé.*

*As well as the 20-Ghost Club, Tom and Linda are members of the RREC (Tom is 20hp Registrar), the RROC (Australia) and e-members of the RROC (America). Here Tom writes of the recent 20hp centenary celebrations in the UK.*

The 20hp car was launched to the public in London, October 1922. John Fasal is going to celebrate the actual date on 8 October at his home, Bury Farm in Hertfordshire.

In the UK we held several somewhat low-key celebrations to mark the centenary year. The shadow of Covid still hangs over the UK, especially among the older generation (ie typical members of the RREC!), who might well have vulnerable persons in the family.

June 2022 rally to the Domaine de la Bretesche, France

An imposing manor-style hotel with views over a beautiful lake, golf course and a fairy-tale chateau dating from the 14th century. The outbuildings were converted into the hotel; the chateau is privately owned and converted into apartments. It is in the village of Missillac, near the border with Brittany and about 25 miles north of la Baule and St-Nazaire. We had reserved nine nights in this hotel, as there are plenty of interesting things to do and places to visit in the neighbourhood.

We were lucky in that Pascal Bego, 20hp owner and member of the 20Gost Club as well as the RREC, lives nearby, and Pascal arranged three particularly interesting visits for us. First was to Château du Brossay, owned by the Tattinger champagne family, for a Champagne Reception inside the château, followed by a full lunch party in a marquee outside. He also invited all the local RR owners, and we had a great combined party (52 rally members plus 16 'locals'). The family, represented by Corentine du Halgouet, supplied a fantastic RR decorated cake, and helium balloons.



Outside Château du Brossay.

Secondly, Pascal organised a visit to Château la Haute-Touche where we took our own picnic lunch to eat in the gardens. The owner, Tanneguy de Givré, has a collection of classic cars, including a Rolls-Royce and a Bentley.

Thirdly, Pascal organized a gourmet fish luncheon party at a restaurant on the Golfe du Morbihan, followed by a boat trip on the beautiful Golfe.



Let them eat cake!



Outside Les Vénètes, on the Golfe du Morbihan.



Outside Les Vénètes, on the Golfe du Morbihan.



*Group photo from a window at the Bretesche.*



*Pascal Bego's early 20hp GMK74.*



*Château la Haute-Touche.*

### **RREC Annual Rally, July 2022**

Forty 20hps attended the Annual Rally. Most were in our own "corral" where we had our traditional lunch-time picnic and drinks party on the Sunday. Others were lined up in the to-be-judged area – this included Bob Roberts from Maitland NSW who had brought his 20hp (plus trailer!) over from Australia in order to join in the celebrations. Bob was rewarded for his effort by winning the 20hp Touring Class trophy. Three particularly nice 20hps were on display in the RREC members' tent. We were also graced by the presence of GRJ1, a 1927 Barker open tourer first owned by the Nawab of Sachin, now owned by Yohan Poonawalla. The car has temporarily arrived in the UK for service work.



*Ralph Bunger's early 20hp 66H9 at the RREC rally.*



*Bob's GUK76 with winner's rosette.*



*Yohan Poonawalla's GRJ1, RREC rally.*



*General view of 20hp line-up with Burghley House in the background, venue for the RREC events.*



*20hps at Stokesay Castle.*

### **One-day rally to the Welsh Marches, July 2022**

RREC members Jonathan Walton, whose car has been in his family for nearly 70 years, and Alan Harris our 20hp website webmaster arranged a Centenary Drive in The Welsh Marches. We met at the Yockleton Arms near Shrewsbury for a bacon sandwich and coffee before departing for a delightful drive of about 55 miles in the beautiful Welsh Marches. The route finished at Stokesay Castle, an English Heritage site near Craven Arms. Stokesay is a remarkably preserved fortified manor house, first occupied around 1290 (tree ring datings of the roof beams confirm that) and it was never attacked during wars. There we enjoyed looking over the castle, chatting, and eating our picnic lunches (wine was served!).

### **Rally at Headlam Hall, County Durham August 2022**

This was a 4-day rally in beautiful countryside where Co Durham, North Yorkshire, Northumbria and Cumbria all meet. The area is famous for its scenery and its many rivers – the river valleys are called “dales”

We drove along Teesdale and West Allendale to Langley Castle Hotel where we had lunch in a tipi (or teepee). Langley Castle is a 14th century fortification, converted into a modern hotel. We drove back through yet more beautiful countryside along East Allendale and Weardale.

The next day we drove to Augill Castle, this time a 19th century castle, now a hotel. We spent some time looking round the amazing house and gardens, and then had a late lunch, or rather a “sweet and savoury English tea”. The route there went via Tan Hill where there is a famous and totally isolated inn, high up on the Yorkshire dales. It dates from the 17th century and at 1,732 feet (528m) it is the highest pub in England. We drove back via the river Lune and Teesdale.

Altogether a wonderful short break, and the Headlam Hall hotel treated us like royalty.



*Stokesay Castle.*



*Augill Castle, Linda Jones with GXL39.*

# The story of 1929 20/25hp GGP19

Rick Cove

In 1957 my father, Frank Cove, purchased a picture theatre and a house in Newborough Vic. after spending many years working in the Commercial Bank of Australia Ltd. Dad also had a long stint in the army during WWII. Dads first car was a 1922 Chev tourer. It was in this car that I came home from hospital when I was borne. Eventually in about 1950, the Chev made way for a lovely 1925 Dodge tourer. Many happy trips were taken in the Dodge. In 1956, the Dodge was gone, and we had a dark blue 1939 Chevrolet sedan, registered No AN-879. What a difference a tin top was after always having tourers. We arrived in Newborough, Vic. just after midnight on the 1st. September 1957. I have three brothers and two sisters and if you add Mum and Dad, that makes 8 of us. We all fitted into the 1939 Chev without any problems. I guess we kids were all a lot smaller then, than we are now. After about two years Dad purchased an Austin J2 Omni-coach from Austin Distributors in Melbourne. The Austin Omni-coach was really a little 11 passenger bus. It suited we kids down to the ground as we could drop the blind behind the front seats and not worry or be worried by our parents. As a family we always enjoyed caravanning. On one trip to Canberra, we made the news, as we were reported to be the first people silly enough to tow a caravan up Brown Mountain from Bega NSW. At one stage as we went up Brown Mountain, the poor little Austin was going so slowly near the top, that we opened the doors and five kids and Mum stepped out and walked along side without Dad stopping its forward movement. A couple of hundred yards further up it leveled out enough for us to get back in and ride up to the top without it stopping.



Me, my mother Betty Cove, and my sisters Margaret and Frances who were also members of the RROCA at one stage. The car is our Dodge tourer.

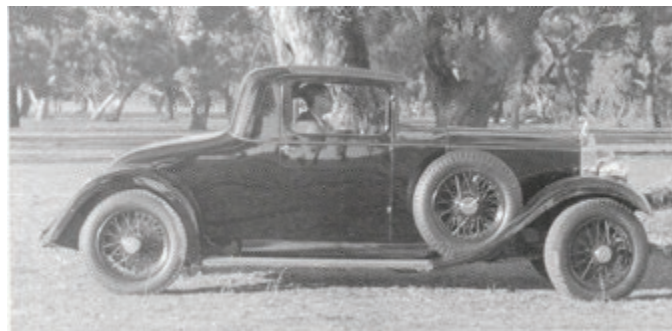


The Austin Omni-coach.

Dad had always been a lover of the Rolls-Royce make, in 1960 we were in Sydney during the Christmas holidays and had a day to fill in. Dad took me to visit George Sevenoaks at Crowsnest. George Sevenoaks was the best-known second-hand Rolls-Royce dealer in Sydney. In his showroom was a most unusual vintage Rolls-Royce. It was built in 1929 and had totally different style of body on it. It was nothing like any other vintage car I had ever seen and I had seen a lot. It was a station wagon, or a shooting brake, or an estate car or a whatever you would call it. It turns out it was known in Rolls-Royce Circles as 'The Safari Saloon', so named by none other than the late Patrick Kain-White. Interestingly, it had an extra seat behind the normal back seat, so seated 9 quite easily. I didn't think much about it afterward that day, but I guess Dad did, because he headed off to Sydney in the Austin and returned with the 1929 Rolls-Royce Safari Saloon. This car has a very interesting history. In those days it was much cheaper to buy an imported chassis, of any make, without a body, and have a body fitted in Australia, than it was to import a complete car. This related to all makes including Model T Fords, Dodges, Buicks etc. As you know, Rolls-Royces are always referred to by their chassis numbers. This 1929 20/25hp Rolls-Royce is chassis number GGP19, fitted with Engine Number 'B5E', so it is easy to follow its complete history. GGP19 came 'Off Test' on the 28th of November 1929 and sailed on the S.S. Orsova on the 17th of December 1929. It was ordered by Mr AW Charlton, of Blight Street, Sydney, whose father, Mr RA Charlton, had previously owned a 1923 20hp. Rolls-Royce, chassis 83K5. Mr AWC had purchased another 20hp Rolls-Royce in 1925, GNK8, which was fitted with a lovely Smith & Waddington single seat coupe body. It was painted beige all over. In 1928 Mr. AWC purchased a new chassis number GCK69 and had the lovely coupe body transferred to that chassis and it remained beige all over. Smith and Waddington then built a saloon body, painted dark blue with black guards, on the now naked GNK8 chassis and it went to another family member, Mr EM Charlton. When GGP19 arrived in Sydney, early in 1930, Mr AW Charlton had

the lovely coupe body transferred onto chassis GGP19 by the firm of Jackson, Jones & Collins. This meant that the first body on chassis GGP19 had already been on two other chassis. In 1937 Mr AWC purchased a new 25/30hp Rolls-Royce chassis, and once again the lovely coupe body was transferred from GGP19 to this chassis, GMO10. That lovely coupe body is still on GMO10 today. Things didn't stop there. The saloon body was taken from GCK69 and then fitted to GGP19. This was its second body. Mr EM Charlton liked the new 25/30hp chassis, so he purchased a 1936 (?) chassis GGR79 and had the firm of E Cresswell & Son of Alexandria, NSW transfer the saloon body from GGP19 to the new chassis GGR79. Naked once again, the chassis of GGP19 was purchased by a Mr ED Brae who had the current Safari Saloon body built it. So, the Safari Saloon is the only original body ever fitted to GGP19.

Needless to say, the Safari Saloon suited our family of eight right down to the ground. We toured all over eastern Australia and attended many car rallies including the 1965 Vintage Sports Car Club of Australia rally in Mount Gambier where GGP19 won the slow race and a trophy for the Victorian car 'Travelling furthest to the Rally'. The Kalorama Rally was also a favourite outing and for many years the RROCA (Vic) manned the gate collecting the entry money.



*The first body which was on chassis GGP19 and is now on GMO10.*



*The second body which GGP19 wore which is now on GGR79.*



*'The Safari Saloon' GGP19 so named by Patrick Kane-White.*



Above: After years of storage and ready for a major rebuild.



Left: Rick is currently progressing with the restoration of GGP19.

Unfortunately, or is that fortunately, Dad had a serious accident in GGP19 at Hearn's Oak between Moe and Morwell in 1974. The chassis was badly bent, as was the front axle. The accident also caused many mechanical problems as well. Dad put the damaged car into the shed and left it to be restored one day. Dad died in 1979 aged 57 from war related injuries and the car passed on to my mother. When Mum passed away, I became the owner, and I am finally restoring GGP19. You might ask why I said 'fortunately' with regards to the accident. Well in early 1974, Dad had the engine rebuilt by a company in the eastern suburbs of Melbourne. It was most fortunate, as it turned out, that Dad had travelled less than 500 miles on that rebuilt engine at the time of the accident. During my ongoing restoration of GGP19, I discovered that engine restoration company had made some very serious mistakes. There were missing split pins in two of the big end bolts as well as some homemade mild steel bolts with nylox nuts on two other big ends without split pins. On number one big end, both nuts were loose being not fitted with their split pins. This mistake could have destroyed the engine at any moment. Not only that, the vibration damper was fitted with two fibre linings instead of the cotton linings, normally they are fitted with one each side of the driven plate which is between the two slipper flywheels but 'NO', I found when I stripped it down that this engine rebuilder had put both of the two linings on one side of the driven plate and none on the other side, so it was metal to metal on that side. Obviously, the correct slippage had never been set correctly. There are many other problems that they also caused which I will have to remedy. I am well on the way with the chassis now straightened and mostly assembled. But I do need the complete drive assembly for the generator.

See my wanted advertisement.



1924 20hp chassis GH21, also owned by Rick, is fitted with a later body by Thomson of South Yarra. This car was once owned our Chairman Rory Poland.

Dad and Mum joined the RROCA (Vic) in 1962 and our first outing was to Meeniyan, in South Gippsland. There were a few raised eyebrows when the Safari Saloon arrived with a family of eight and a caravan in tow. A Rolls towing a caravan! Something then not usually seen in the Rolls-Royce circles but it started a trend which continues today. Both my sisters eventually became members of the RROCA in their own right, but I did not. Today my father, and mother, are remembered by the presentation at every Federal Rally of the Frank Cove Trophy to the persons responsible for putting together the Federal Rally.

By the way, I also have 1924 20hp GH21 which I have had for 22 years. A 1955 Humber 1 ton 4x4 with the Rolls-Royce B60 engine and a 1953 Alvis Saracen Armoured Personnel Carrier with the B80 Rolls-Royce engine.

### And a Special Request

In restoring GGP19 I have hit a couple of speed bumps. The complete driving shaft for the generator circled in red in the photo below and marked with an 'A' has been badly butchered to fit another type of generator in place of the original one. I need the shaft and the couplings for both the generator and the shaft. I also do not know what is missing where the shaft comes out of the alloy case.

Also marked as 'B' is the Magneto earthing cap. My cap is missing,

Finally I need help with the correct length of the anti-squeal spring for the rear brakes. I purchased one spring and the 4 arcs from Feinnes, but I am positive that the spring they sent is the wrong one. The one they sent is 4.25" shorter than the original one that I still have and measures 40.5" in length not 44.75" like the other one. Feinnes swear that they have sent the correct one but there is no way of stretching it the 7+ inches to get it into the arcs.

Does anyone know the correct length I require, please and can anyone assist me with the required shafts, couplings and magneto cap? I would be exceedingly grateful for some help to finish off my father's car.



# Out and About in my Rolls-Royce

Ian Berg

There have been a few opportunities to get out over winter and here is a selection of recent events.

Rory Poland arranged a July tour to Murray Bridge and a luncheon at the Bridgeport Hotel for South Australian members with a very good turnout and attendees listed in the captions. The attached photos show the cars and attendees. Not pictured is the Wraith of James and Susan Chung with Sofia Virgo

The RROC Victoria Branch have had couple of events recently with the emphasis on prewar cars. A 'Drive and Be Driven' day was hosted at the Rowville Club rooms and in attendance were Ian Berg, 1921 Silver Ghost 62JG; Neil Matthews, 1924 20hp; Peter Jordan Hill, 1924 20/25; Mark Herbstreit, 1925 Phantom I 56MC and Howard Wraight, 1938 Wraith WXA50. A midweek run was also held to the Yarra Valley by the RROC courtesy of Keith Mortimer with a good roll-up of early models.



*Springfield Ghost, David and Marilyn Forward, guests Graham and Julie Patterson Phantom III, Michael Henningsen with passenger David Furniss, 25/30, Rory Poland with guests Peter and Mon Forbes*



*Phantom II, Michael and Maureen Gannon 25/30, Carol van der Pennen Silver Ghost, Adrian Akhurst and Diana Provis, 20hp, Mark Roberts*

## MotorFest 2022 (Qld)

In Queensland, John and Wendy Wagstaff displayed the 1909 Silver Ghost chassis 1122 and Susan and Greg Dunstan their 1924 20hp, GH137 at Queensland MotorFest 2022. They were amongst the 40 vehicles displayed by the Vintage Car Club of Queensland.



*Susan Dunstan's 1924 Twenty.*



*1909 Silver Ghost of John Wagstaff.*



*The 1909 engine has recently been reconditioned.*

### RROCA (Qld) Concourse



Ben Stafford displayed his 1925 Phantom, chassis 21RC, at the RROC Queensland Branch annual concourse.

### RROCA (Vic) Drive and be Driven day



Neil Matthews 20hp, chassis GRK81, at the 'Drive and be Driven' day.

### RROCA (Vic) Prewar run



Peter and Barb McBeth arriving in their 1935 20/25, GPG23, at the Yarra Valley.



Peter Jordan-Hill's 1934 20/25, GYD29. Peter has recently imported the car having kept it in the UK for some years.



Keith Mortimer's 20/25, chassis GAE29, also from 1934. Keith organised the midweek tour and luncheon.



The 1925 Phantom I, 56MC, of Peter Jordan Hill, driven by Mark Herbstreit on the day.

# Phantom III Cars in Australia between 1936 and 2021 - Part 7

Steve Stuckey

*Steve continues with part 7 of the Australian Phantom III Rolls-Royces.*

## **No. 25, Chassis 3DL14, in Australia from 1989 to now**

A car destined for local government use, this chassis left the Derby factory on 10 March 1938 and was sent to coachbuilder Rippon Bros., a car that they were to hold as stock. Fitted with a limousine body to Rippon's standard design (there were ten Phantom IIIs with

this design of Rippon body), this car was delivered to the city of Huddersfield on 28 May 1938, for use by the Mayor, a role it undertook until 1957 when it was replaced by Silver Wraith FLW62. After having been in the US since at least 1968, the car was sold to Hugh Barnett in Australia in 1989. In 1991 it was with Julian Walter in Perth and thence to Peter Krichauff in South Australia in 2006.



## **No. 26, Chassis 3BT161, in Australia between 1990 and 1993**

This chassis was ordered by Inskips, the Rolls-Royce agents in New York, and was shipped there on 14 May 1937. It was then fitted with an Inskip sedan body, and was the sixth Rolls-Royce owned by John T Paine (1870 – 1945) of Troy, New York (he had had three

Springfield Silver Ghosts, a Springfield New Phantom and a left hand drive Phantom II). In 1992 the chassis came to Australia (following the deterioration of the original body) and it was fitted with a replica of an Inskip sedan de ville by NSW Central Coast coachbuilder Peter Lamb. Shipped back to Los Angeles, where I saw the car in 1995, that year it was sold to The Netherlands; it has been in Germany since 2019.



**No. 27, Chassis 3BT171, in Australia from 1992 to now**

Originally a Barker limousine, this car was sold in September 1937 to Colonel Sir Harold Wernher (1893 – 1973), heir to a South African mining fortune and husband of a Russian Countess. It was at least his ninth Rolls-Royce. Later in life it was decapitated into a tourer, shipped to the USA and further converted into

a weird pick-up arrangement after an accident, during which time it carried a large wind organ in the rear. Sent to the UK it was converted into a drophead coupe body by I R Springate Co. of Kent. At some point the V-12 engine U78H was removed (it is now fitted into Phantom III Experimental 36EX) and a B-81 engine fitted. Brought to Australia by John Ould in 1992, it has been owned by Graeme Hutson in Victoria since 1994.



**No. 28, Chassis 3DL150, in Australia from 1992 to now**

Sent off test on 29 November 1938, this chassis was sent to Hooper & Co., who fitted a stylish limousine de ville body (number 9077) finished in very dark blue and black. Ordered by H R Owen Ltd, they delivered the car to famous British comedian, stage and film actor Lupino Lane (born as Henry William George Lupino) who made famous 'The Lambeth Walk' (born 1892, died 1959). The car was in California by 1977 and was brought into Australia in 1992 by Alastair Kinloch of Canberra, who still owns this wonderful car.



# What's in a Picture – Photo Forensics

Ian Berg

The Winter issue of the *20-Ghost Gazette* included an early photograph of an unknown Silver Ghost which had been given the Australian 'ute' treatment. The photograph was identified on the back as being taken at 'Mullet Creek Farm Dapto, NSW'

Following some sleuthing by Ian Irwin and Tom Clarke, the car has been identified as 1913 chassis 2316, a car that survives today and is owned by member Alan Tribe in Western Australia.

Arriving in Australia in 1930, chassis 2316 eventually came to be owned by a Nigel Holt who used it as a utility in the early 1950s and is it likely that he is pictured in the car in our mystery photograph. Other photos of 2316 have surfaced in recent years and clearly show it to be the same car. It was restored in the 1960s and fitted with touring coachwork that was originally fitted to a Cadillac. That body has since been removed and transferred to chassis 70SG when it was restored by George and Sue Blenkhorn, while 2316 now carries sports touring coachwork by Roger Fry. A comprehensive history of 1913 chassis 2316 in all its guises was written by Ian Irwin and can found in the August 2014 edition of *Praeclarum*.



Right: The mystery photograph of what turned out to be chassis 2316.



The car as it presents today is an excellent example of a pre-war Silver Ghost.



Chassis 2316 is photographed in the 1950s having been purchased by Barry Holmes who worked for Brian Holt.

## Under New Ownership - Chassis 2242

Ian Berg

1913 Silver Ghost chassis 2242 has recently changed hands. The car had been in the Wilkinson family since 1930 and was restored in the early 1980s by Grahame Wilkinson. The project included fitting a replica Roi-des-Belges body. Following Graham's recent passing the family opened the sale up to tender with the proviso that the car was to remain in Australia. Julian McNeill an enthusiast in Adelaide submitted an offer which was accepted, and the car has moved from Queensland to South Australia to accompany his considerable fleet of veteran cars.

Chassis 2242 is well documented in *Rolls-Royce and Bentley in the Sunburnt Country* and in Ian Irwin's volume on Australian Silver Ghosts. When new, the car had been fitted up as a Barker four-door touring car and was painted white with contrasting striping. Having been idle for many years, a mechanical recommissioning was required and is now underway, and it is currently being repainted in black. Another veteran Silver Ghost back on the road again after years in storage will be great to see.



Now repainted, it has been moved back to Julian's workshop.



While the car as acquired was in good condition, however the paint had failed with severe cracking evident.



The car as originally fitted new with Barker touring coachwork.

# New Members and New Cars

Ian Berg

In the last Quarter we welcomed the following new members to the Club:

- Murray & Christine Stack from Victoria, 1938 25/30, GGR45.
- Max Cuypers from Western Australia, 1923 20hp, 80K9; 1928 20hp, GMK66; 1931 20/25 GBT41.
- Hugh and Jenny Morrow from New South Wales, 1923 20hp, GF1.
- Peter and Ann Toet from the ACT 1934 PII 93TA.
- Bob and Joan Timperley from South Australia, 1936 25/30 GTK20 (co-owned with Steve and Liz Phillips).
- Gregory and Elizabeth Baynton from Queensland, 1923 20hp, 76A5.



*The Waring Bros limousine, chassis 80K9, belonging to Max Cuypers.*



*Murray & Christine Stack's 25/30, GGR45, recently acquired from New South Wales.*



*Max is pictured alongside his 1931 20/25, GBT41, which he purchased in the Netherlands in 1978.*



*Peter and Ann Toet's 1934 PII, 93TA, Thrupp & Maberley Limousine Deville. An article on this car can be seen in the winter 2022 Gazette.*



*The 20hp Barker cabriolet chassis GMK66 in was an online purchased in 2010.*



*Hugh and Jenny Morrow's 1923, 20hp, GF1. The car has been in the Morrow family for many years.*



*Gregory and Elizabeth Bayton's 1923 20hp, 76A5. The car was recently purchased from Adrian Akhurst.*

## Member Acquisitions



*Adrian Ackhurst recently acquired 1921 Silver Ghost, 76JG.*



*James Baxter has imported 1937 25/30 GRO54, a Barker Sports Saloon, and it is currently undergoing some maintenance work.*



*Anthony James has just imported chassis 3AX49, a 1936 Hooper bodied Phantom III, from Japan. Anthony advises that his 1927 Phantom I saloon, chassis 60RF, will be on the market.*



*Rick Thege recently purchased the late Peter Crauford's 1923 Silver Ghost, chassis 38EM Park Ward saloon, at the August online Shannon's auction.*



Will and Margaret Kirkby participated in part of the recent Brisbane to Broome rally held from 18 July to 11 August in their 1921 Silver Ghost, chassis 56NE. This was an ambitious run for the 20 or so cars and a similar number of motorcycles each of which was over 100 years old, and of course the drivers and riders. The total adventure was 4,680km through the heart of Australia passing Longreach, Mount Isa and Katherine. The car is pictured at Winton, about 1,400km into the trip.