

SUMMER 2022/2023  
ISSUE 15



# 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.

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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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## Contents

|                                                          |    |
|----------------------------------------------------------|----|
| Chairmans Report.....                                    | 4  |
| Editorial.....                                           | 4  |
| RACV Alpine Trial Centenary 1921-2021.....               | 5  |
| Recently Come to Light –<br>An Interesting Phantom.....  | 9  |
| National Tour 2022.....                                  | 12 |
| Entrants and Cars.....                                   | 17 |
| Draft Minutes Of The<br>2022 Annual General Meeting..... | 25 |
| Out and About in our Rolls-Royce.....                    | 26 |
| New Members and New Cars.....                            | 27 |



John and Liz Milverton's 20/25 carries a Lalique mascot on the scuttle. They entered the car in our National Rally (see page 12). Chassis GHA11 was delivered in 1934 with a Lalique mascot fitted. However, this mascot went missing and was replaced by another Lalique mascot in the shape of a falcon using the original fitting and illumination on the scuttle. The falcon is an early original example, signed and numbered by R Lalique.

# Coming Events

|                               |                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                 |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>February 20 - 23, 2023</b> | <b>The Great 20-Ghost Gippsland Getaway - Warragul</b>                                                                                                                                                                                                                                   | <b>Directors:</b><br>Greg Wayman<br><b>Phone:</b> 0402 009 901<br><b>Email:</b> greg.wayman13@gmail.com<br><br>Ian Berg<br><b>Phone:</b> 0419 364 427<br><b>Email:</b> bergathol@gmail.com      |
| <b>March 19 - 22, 2022</b>    | <b>Accompanying Tour to RROC Federal Rally, Hahndorf</b><br>John Rowney has organised a three-day Overlander tour to get to Hahndorf commencing in Torquay on Sunday 19 March. Anyone wishing to join the group, please contact John directly for details and recommended accommodation. | <b>Contact:</b> John Rowney<br><b>Phone:</b> 0413 676 833<br><b>Email:</b> johnrowney@bigpond.com                                                                                               |
| <b>March 22-27, 2023</b>      | <b>RROC Federal Rally, Hahndorf, South Australia</b>                                                                                                                                                                                                                                     |                                                                                                                                                                                                 |
| <b>October 15 - 22, 2023</b>  | <b>2023 National Tour, Milawa, Victoria</b>                                                                                                                                                                                                                                              | <b>Directors:</b><br>Bruce Humphries<br><b>Phone:</b> 0407 545 037<br><b>Email:</b> Bruce@Humphries.com<br><br>Noel Baker<br><b>Phone:</b> 0428 597 994<br><b>Email:</b> noelbaker@yahoo.com.au |

## The Great 20-Ghost Gippsland Getaway Itinerary

We are holding a four-day (three night) rally from 20 to 23 February 2023. Also invited are RROC members with pre-War Rolls-Royce or Derby Bentley motorcars. The Mercure Hotel at Warragul will be rally headquarters. Day trips have been designed to provide diverse and engaging journeys and points of interest in a beautiful part of Victoria ideal for pre-war touring.

The rally entry fee, \$240 per person, includes four meals and entrance to several attractions.

The Mercure have reserved rooms in the name of the 20-Ghost Club. You will need to book your accommodation directly with them and please point out you are with the club. Underground parking is secure, and there is a 2.1 metre height clearance.

**Mercure Hotel , 23 Mason Street, Warragul, phone 03-5618 3500**

Entry to the rally is by the entry form enclosed with this issue of the *Gazette*. Please note that there will likely be a limit on the number of entries.

If you have any questions, please contact Ian Berg (**bergathol@gmail.com**) or Greg Wayman (**greg.wayman13@gmail.com**)



## Front Cover:

David and Marilyn Forward are seen arriving at the display day at The Barn, Mount Gambier on the National Rally. The car is their Springfield Silver Ghost, chassis 353LF from 1924.

# Chairman's Report

As one says third time lucky. Yes, that was the case for the National Tour in Mount Gambier on the 10th to 16th October. The timing was excellent for the event being the 100th anniversary of the 20hp model just four days earlier and 30 years since the formation of the Club in Australia. Whilst several entrants needed to withdraw because of the weather conditions in Australia and health issues, we had over 40 pre-war cars at the event. I am sure you will enjoy the photos elsewhere in this issue. Some highlight events were the crayfish luncheon at the Beachport Hotel and the Sicilian Night. On the final night John Milverton who was at the formation meeting 30 years gave an outline of the Club's history in Australia,

At the AGM the committee was re-elected for another year, and I thank them for re-standing, however, David Davis stepped down from the Committee as Vice Chairman and Andrew Bayley was appointed to this position. We thank David for his excellent service to the Club over the years.

At the AGM the Australian Chapter released a book on the 20hp model which was produced by David Davis and Ian Berg. This book has been provided to all Australian members and additional copies are available through the Sir Henry Royce Foundation.

Christmas lunches are currently being organised in most states for this year. Early in the new year the Victorian Branch is having a three-day tour organised by Ian Berg and Greg Wayman. John Rowney has organised an Overlander from Torquay to the Rolls-Royce Owners Club Federal Rally in Hahndorf via Port Campbell and Mount Gambier. Currently more than 20 members have indicated they will be attending this rally

With the Festive Season past approaching, I take this opportunity of wishing all members a very merry Christmas Season and happy motoring in 2023.

*Rory Poland, Chairman*

## Editorial

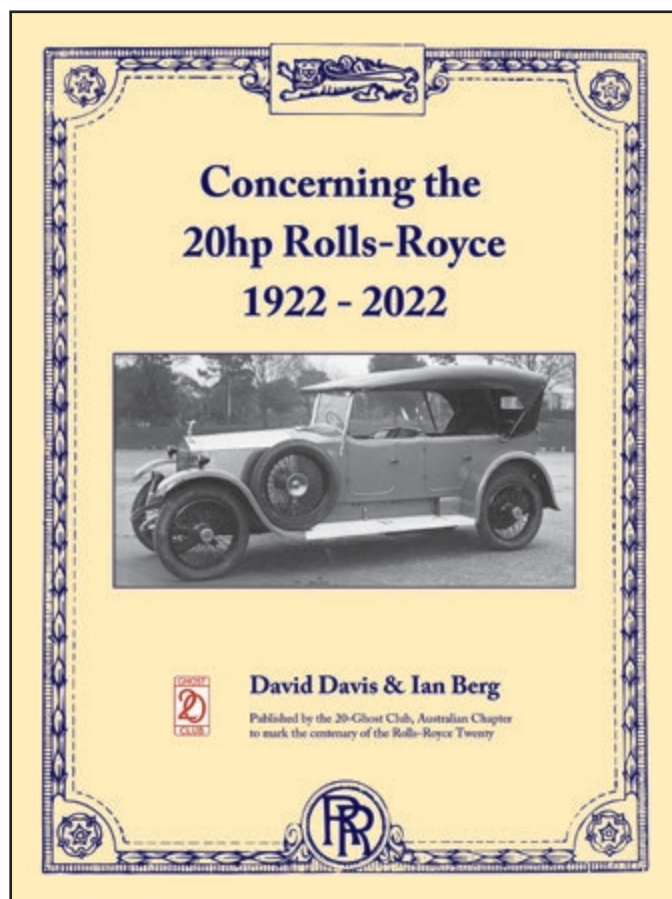
You can see that the summer issue of the *Gazette* is well stocked with material from our very successful National Rally at Mount Gambier. If you missed it, then please consider next year's event which will be run between 15 and 21 October. More details on this will be provided soon. Also included in this issue is a report on the centenary Alpine tour which was attended by four of our members in their Rolls-Royce motorcars. It too appears to have been a very enjoyable event. How great it is to see members out enjoying the hobby.

Our book *Concerning the 20hp Rolls-Royce: 1922-2022* was released at the National Rally and by now each of you will have received your copy. If additional copies are required, these can be purchased from the Sir Henry Royce Foundation, and you can find details on their website.

Every Friday evening the Club sends out an email to all members. This contains updated event information and/or some reading for the weekend. It is an important communication to members as the *Gazette* is only issued quarterly. At times, some members may not have received these emails. Almost invariably this will be because of the spamware settings on the recipient's computer or email server. The emails are coming via a contact management system that we use, and with periodic spamware updates on your server or computer, our emails may be blocked or sent to your junk mail file. If you are not receiving the Club's emails, then the first thing is to check your email junk folder.

The best way to overcome the problem is to include the 20-Ghost email (20ghostaus@gmail.com) as a contact in your contacts list, and this should result in the spamware no longer blocking these emails.

*Ian Berg, Editor*



## For Sale and Wanted

### WANTED

20hp single ended spanner F51961 3BA to complete a set for my Twenty.

**Contact:** Steve Wasley 0488 407 848

**Email:** stevewasley@outlook.com

# RACV Alpine Trial Centenary 1921-2021

Alan Maden

Early in 2021 we had applied to enter the RACV's re-enactment of an early Alpine reliability trial held on four prior occasions during the years 1921-1926. There were two Tier 1 vehicles (vehicles that had contested any of the 4 RACV events between 1921-1926). They were Geoff Adams 1922 Bentley and John Cox 1925 Oakland. All other vehicles were either Tier 2 (same make and models as entered) or Tier 3a (other vehicles manufactured between 1921-1926 or Tier 3b (vintage vehicles up to 1930). The rally was to be held in November 2021, one hundred years after the first trial of its kind. As with many planned events during that time, Covid got in the way and the event was postponed until this year; Saturday 15th October to Sunday 23rd October 2022. The organising committee of eight people consisted of RACV employees and Vintage Drivers Club volunteers. They all made great contributions to the rally and coped with many changes during the lead up process as well as during the rally, avoiding flood waters and making daily amendments to the route for safety. From an entrant's point of view, everything went swimmingly, and all participants had a wonderful time, with some of the most highly seasoned participants commenting that it was the best rally they had ever been on. Particularly worthy of mention is Glenda Chivers, who was the main point of contact for participants during the application process and front of house for breakfast, lunch and dinner announcements along the journey.



*A 1922 Benz driven by James and Jo Earl*



*The start of the rally was at RACV Noble Park. Alan and Kay's Phantom I chassis 89HC is being flagged off.*



In all, there were seven Bentleys in an entry list of 46 cars.



A delightful Bugatti belonging to Min and Jill Innes-Irons.

On day one, we turned up for 8am breakfast at RACV Noble Park to park amongst what can only be described as a stunning array of highly impressive and rare vehicles. The insurers (had they only known) would have been deeply concerned over the risks we were all about enter. Alpine routes of steep continuous climbs, hairpin bends, long winding downhill brake fading sections and at times weather (fog and rain) creating low visibility. The road conditions and early manufactured vehicle capability combined with the diminishing sensory hearing and sight impediments creeping up on a large section of the entrants, gave us all clear cause to celebrate life and to quote Hunter S Thompson:

*Life should not be a journey to the grave with the intention of arriving safely in a pretty and well-preserved body, but rather to skid in broadside in a cloud of smoke, thoroughly used up, totally worn out, and loudly proclaiming 'Wow! What a Ride!'*

With the original trials 100 years ago, the roads were unmade and far more challenging than anything we were about to face, and we pay our respects to their pioneering efforts in the history of motoring in Victoria.

On this occasion, there were 46 such daring drivers together with their navigators entered into the 2022 RACV Alpine Trial. There were four Rolls-Royce entrants including car number 12 Simon Swaney and Euan Littlejohn in a 1925 New Phantom Tourer, car number

17 Peter Jordan Hill and Mark Herbstreit in a 1925 New Phantom Torpedo Sports Saloon, car number 35 Brian and Vicky Head in their 1929 20/25 GKO21 and our car number 38 a 1925 Rolls-Royce New Phantom two-door coupe 89HC. All four Rolls-Royces performed exceedingly well and at no stage failed to proceed.

#### Daily program:

- Day 1- Drive to Noble Park (the start line) then on to Traralgon.
- Day 2- Traralgon to Lakes Entrance.
- Day 3- Lakes Entrance to Wodonga.
- Day 4- Wodonga to Bright.
- Day 5- Bright to Harrietville. (also a bus trip to the top of Mt Buffalo).
- Day 6- Bright to Mansfield.
- Day 7- Mansfield to Healesville.
- Day 8- Healesville to Creswick.
- Day 9- Creswick to home.

Every day was enjoyable and exciting, and I believe that without exception everyone thoroughly enjoyed themselves. There was something for everyone on this rally. The most challenging day was day three Lakes Entrance to Wodonga, where we experienced fog, rain, demanding terrain, endless hairpin bends, steep



*Alan Maden and Brian Head on the beach at Lakes Entrance. Alan and Brian first met when both participated in the 2019 Paris to Peking rally.*



*Rowan Swaney aboard his Phantom I, chassis 85MC.*



*Standing is Gary McMillan, beside his 4.5ltr Bentley. Upside down is Wayne Fitzgerald repairing an overheated main light switch which shorted out.*



*Rowan Swaney's Phantom I followed by Brian Head's 20/25.*



*The Rolls-Royces of Brian Head, Peter Jordan Hill and Alan Madden.*

inclines, and long winding declines for 200 miles or 322 km. The scenery was magnificent when the fog cleared, and it will be a long time before we have that much fun in one day ever again.

We were spoilt for choices along the way with high quality accommodation and meals. The RACV influence was felt with the start line at RACV Noble Park, accommodation at the RACV Healesville resort on day seven and the final dinner speeches awards night at the RACV resort in Creswick on day eight.

Various people stood up to regale a tale or two after the awards and Andrew McDougall was very entertaining with his story of how he had won the heart of his girlfriend at the time (now wife) Frances, by requesting that Frances push start the Alvis 12/50 tourer in outback Australia, whilst Andrew sat in the drivers seat ready to release the clutch. Miraculously, the strategy worked. There was also the story from Kevin Wilby of how everyone in his family had some input (no matter how large or small their contribution was) into the restoration of his Itala Tipo 51 Tourer. Unfortunately, the Itala was a DNF due to the tyres not riding well on rims.

There was many a story told that night, but none that had as much effect on us all as the one told by James Dunshea (with navigator Ben Alcock) in his 1925

Oldsmobile 30C Tourer. James had spent the last seven years restoring the Oldsmobile and let me assure you that he has it looking resplendent. Time to thoroughly road test the vehicle prior to the Alpine Rally had run out, so James threw caution to the wind and hit the road in the untried and tested Oldsmobile with a great deal of youthful optimism. Ah yes, I remember having youthful optimism, seems like yesterday.

Anyway, James was experiencing roller bearing issues in the gearbox and differential and whilst everyone else was enjoying dinner and a good night's sleep James and Ben and other rally enthusiasts would spend the nights stripping down and re-building ready to take off again the next morning. It all came to a crescendo on the last day when the guys had to drive home for some parts, dismantle, reassemble, then drive like men possessed to arrive late at the carpark on the last day. No matter, they had made it to the finish line. During his narration of the abovementioned trials, James's voice began to quiver as he shed a tear or two, which had the same effect on the entire audience as we could feel the passion and the pain.

With rallying like this and memories such as these, lets hope the RACV and Vintage Drivers Club don't wait for another century before they do it all again.



*In the main street of Mansfield.*



*Alan and Kay took the opportunity to visit the owners of a farm house in Porpunkah where Kay used to holiday as a child.*



*All up there were 46 entries. This lineup is headed by the 1922 Itala of Kevin Wilby. Unfortunately Kevin's car failed to complete the tour.*

# Recently Come to Light – An Interesting Phantom

Ian Berg



David Rawlinson, a university lecturer living in Singapore, purchased the 1926 Phantom 57SC, in early 1963 from a fellow enthusiast. It had been restored by a previous owner who found it under a house in 1948 in what is now Kota Kinabalu, Malaysia. The original chassis cards list the first owner as EE Hough of Bidston in the UK and in 1928 ownership transferred to BH Dowles of Loughton in Essex. The cards then list, in 1946, the owner as Major F Devereaux Coleborne of Kuala Lumpur, and in 1948 it was listed as HS Witham in North Borneo. It is unknown how or when it arrived in Southeast Asia, and there is a suspicion that the car also spent time in India.

Rawlinson joined the Malaysian and Singapore Vintage Car Register, a club which dates to 1955 during the days of Malaya. He used the car, which he referred to as *Claude*, in vintage car events in Singapore. The previous owner had also been a member of the club and *Claude* was thought to have been a club car since its formation. In 1966, Rawlinson drove 57SC in a vintage race at the inaugural Singapore Grand Prix, the first event in independent Singapore. This was on the Thomson Road Grand Prix circuit and the event was to run for seven years before being shut down as it was deemed too dangerous. Rawlinson continued to maintain and cherish the car and corresponded with Rolls-Royce Ltd. They advised him that in 1937 the car had been overhauled by them including a rebore and fitting of oversized pistons and rings.

In late 1970, David Rawlinson returned to Australia with his young family and joined the English department of Latrobe University. The Rolls-Royce came too and was packed up in its own specially made crate and shipped in the hold of *SS Browind*, arriving in March of 1971. Patrick Kane-White assisted with arrangements and the collection of the car having previously visited them in Singapore during 1967.

The car was used in the early 1970s on several RROC (Victoria) and Vintage Drivers Club events in Melbourne, and pictures of it during this time have been sourced from the Sir Henry Royce Foundation. It drifted out of club use but was driven locally until the owners passing earlier this year.

Chassis 57SC is fitted with particularly appealing Barker touring coachwork and it includes a natural finish aluminium panel section which sweeps from the cowl along the top of the body. This seems to be a feature of other Barker coachwork, as does the Barker mechanical dipping headlights which are also fitted. In the 1950s or early 1960s the body was repainted, and the car was reupholstered in vinyl. Apart from this the car does not seem to have ever had major work or been fully apart. The main coachwork appears reasonably sound, but the mudguards have been well and truly beaten up and need considerable repair. Still registered, it runs but will need some serious recommissioning and tidying up to become tour ready. This would be a great car to see back in use. Given the strong sentimental attachment to the car, it is not surprising the Rawlinson family intend to keep the car. We wish them well with recommissioning this fine Phantom.



*Brochure of the 1966 Singapore Grand Prix.*



*The National Archives of Singapore hold a video recording of the 1966 Grand Prix in which can be seen the Phantom in the event. It can be found on YouTube by typing in '1966 Singapore Grand Prix'.*



*As currently presented the car is tatty but very definitely restorable.*



*Photographed at a club run to Schwerkolt Cottage, Mitcham Victoria in May of 1973.*



*The car is pictured on an 'Around the Government Houses' Tour in January 1977.*

*(Photos on this page courtesy of SHRF)*

# National Tour 2022

James Baxter with photographs courtesy of numerous rally entrants

The Australian Chapter's National Tour to the Limestone Coast in South Australia was held from Monday 10th to Saturday 15th October 2022. It was much-delayed – originally organised for 2020, cancelled at the last minute because of the impact of the pandemic, rescheduled and then cancelled again in 2021. Third time lucky and the event proceeded! It ran like clockwork, entirely due to the work put into organising it, and attention to detail, by Tour Director, Chairman Rory Poland. It would be fair to say that Rory outclassed even himself on this event – a Poland-rally has always been something to savour, but this one was exceptional from beginning to end.

The delay did have a silver lining: in addition to being the annual get together of Club members, it also gave the opportunity to properly celebrate the centenary of the 20hp model a few days after the actual date, and the 30th anniversary of the Chapter's formation. Members responded in kind: 85 members and guests, and 35 eligible cars. There were six Silver Ghosts (including two Springfields); thirteen 20hp cars; three 20/25s; five 25/30s; three Phantom I; two Phantom II; one Phantom III, and two Wraiths. On the last afternoon, the cars gathered in the Barn Palais' quadrangle for one of the most impressive line-ups of pre-war Rolls-Royces you could find anywhere in the world. Given it was the 30th anniversary of the forming of the Chapter, and two of the initial proponents were with us (John Milverton and David Jones), it was fitting to reflect on the great success of the Club in Australia. Here we were on a National Rally, with a superb turnout of cars, and probably the biggest number of members and guests, enjoying not only the cars but the company of fellow members, at a magnificent location! The aims of the original group have been more than fulfilled.

The main hub for the tour was The Barn - a sprawling motel complex just south of Mount Gambier, surrounded by manicured gardens. Several members had to be accommodated in the town at the Commodore motel simply because the number of attendees outstripped The Barn's ability to accommodate everyone. The 'Meet and Greet' and dinner on the Monday evening set the tone for the outstanding catering for the rest of the week. The week comprised three days of motoring, and two days of 'pottering'. We went 110 kilometres to Beachport for a magnificent crayfish lunch (and why wouldn't you, given that crayfish is one of the Limestone Coast's major exports?), 154 kilometres to Coonawarra for a platter lunch at Brand's Laira winery (in the heart of one of Australia's premium wine-producing regions), and 136 kilometres to Robe – an historic village right on the coast. The two pottering days allowed for short runs to a lunch cruise on the lower Glenelg River, and to Port MacDonnell for a leisurely brunch. The Club's Annual General Meeting, the display, and an exciting slow race for the 20hp cars also easily fitted into the pottering days. The slow race was won by Rod Hanson in 1924



*There were 88 people at our AGM. This must be a record!*



*Ian Berg and David Davis with the newly released Club book which was featured at the AGM.*



*A fine 30 year anniversary cake*

GAK76. After Thursday morning's AGM, Ian Berg gave a superb slideshow and presentation on the 20hp car, and the new publication by David Davis and Ian Berg *Concerning the 20hp Rolls-Royce 1922–2022* was formally launched. The centenary itself was marked with a large cake and bubbles in lieu of morning tea. Then down the road to Nelson to join the two boats for the lunch cruise.

The first touring day to Beachport took the cars through some very pretty country, through Mount Burr with its surrounding forest plantations, on to Millicent and then along the Southern Ports Highway to Beachport. Drivers were under strict instructions from the Director not to just pull up in front of the pub, but to go around the coastal drive through the dunes first. A test of stamina on the steering wheel, but what magnificent views of the Southern Ocean! The return trip was straightforward – retrace steps to Millicent and then down the Princes Highway.

With the threat of late heavy rain, the second touring day brought some mixed responses and some cars stayed behind. The instructed route via Casterton and Dergholm took in parts of what was known as Australia Felix, with some magnificent views of the countryside rolling down towards Portland, likely little-altered from the views seen by the Henty Brothers or Major Mitchell

in the mid-1830s. Just past Dergholm, the Dipper – a very steep drop, then on to Penola and Coonawarra. Those interested in wine were treated to a cavalcade of some of the best-known wineries in the country as we entered the renowned, and tightly delineated, terra rossa soil area – one of the New World's notable terroirs. Because of the forecast poor weather, a few drivers simply took the Riddoch Highway, north from Mount Gambier to Penola, a very pleasant town with numerous coffee shops. Lunch, and tasting, in a top winery is always a pleasure, and I am sure that I was not alone in receiving supplies by post after the tour concluded. Summer sorted.

The third full driving day was to Robe. It was the longest drive of the tour, and the day started poorly, with teeming rain. Mid-morning, however, the skies cleared and by lunchtime in Robe it was a sunny Spring day. An early port, Robe has many mid-19th century buildings, and is a very attractive holiday spot. There are many places to eat, and this was an unstructured day. The cars that went caused a stir and many locals took great interest in them. The tour directions were altered and instead of the Southern Ports Highway, the route to and from Robe was via the main Princes Highway. That was a relief, as the road surface was markedly better than the road through Beachport.



*Bruce Humphries, Bambi and Rod Hanson, Marg and Andrew Bayley, Liz and John Milverton and Mary Humphries.*



*Ken Russell, David and Diana Berthon, Rick Morse, John Witts, David and Vicki Jones.*



*Rod Hanson, who won the slow race in his Twenty, with Andrew Bayley.*



*The lineup of Twentys at The Barn. Was this the largest assembly of 20hp Rolls-Royces in Australia?*



*The equally impressive display on the opposite side of the car park. All up there were 35 cars displayed on the day.*



As always, the tour gave the opportunity for old friendships to be picked up where they were left off and for new friendships to be forged. At every meal there was a dull roar of conversation and laughter, made even more enjoyable because of the uncertainties of the last few years, with the associated lockdowns and border closures. The weather gods were not exactly kind, but fortunately Mount Gambier was on the western edge of a major system that dumped massive rainfall totals on central Victoria and parts of New South Wales. There were major floods across Victoria and New South Wales by the end of the week, leaving a few people wondering how to get home.

For distance awards, Charles, Diana, and Jon Bush brought their 1936 25/30hp GWN36 from Western Australia. Perhaps the most difficult trip was undertaken by John Witts who brought his 1923 20hp 76A7 from Collarenebri in the very far north of New South Wales, through flood-affected roads and districts. He and co-driver Rick Morse were pondering how best to get back north to avoid floods when we parted on the Saturday morning. At that point Broken Hill was looking like a contender.

There were two additional, and very welcome, surprises in the form of Ken Redford from Warrnambool in his 1927 20hp GAJ29 (car and owner are the same age, and regularly travel round together) and David Jones. Everyone was delighted to see both. On the flip side there were some late cancellations for various reasons, and members were sorry that the Kirkbys, Walkers, Shenfields and Mathiesons could not make it. Their company was missed!

All too soon, the farewell breakfast rolled round, and the fellowship was broken. But not for long – there is next year! I am certain that everyone who attended will join me in saying a sincere thank-you to Rory Poland for the magnificent rally he planned and brought off. Unfortunately, he had to return early to Adelaide and missed the last two days, including the final dinner at The Barn. Everyone was relieved to learn that Lizzie Poland recovered well from a fall she had just prior to the start of the rally, and we wish her well for ongoing recovery and good health.

A couple of cars failed to proceed at the last minute and stayed home in the shed; there were a couple of mechanical issues through the week that need not be dwelt on; and no doubt there will be post-script tales of difficulties getting through the floods to arrive home. Most of the cars did what Rolls-Royces do best – just motored along. At the time of writing, it appears that everyone including John Witts did get home safely, and that is the important thing. The road surfaces in parts of south-west Victoria were absolutely disgraceful (and this was in an area that had not had floods, although it had a wet winter), and certainly took the edge off the trip for anyone needing to travel through Victoria. There were a couple of places in South Australia where maintenance was less than desirable too – but interestingly one member commented that they were probably very similar to what the cars endured when they were new.



*The impressive Rolls-Royce display at The Barn.*



*John and Wendy Wagstaff's 1924 Silver Ghost 32LM.*



*John Witts with his Twenty, 76A7, all the way from Queensland.*

# Entrants and Cars

| 40/50hp Silver Ghost | Chassis Number | Entrants                           |
|----------------------|----------------|------------------------------------|
| 1921                 | 76JG           | Adrian Ackhurst & Diana Provis     |
| 1922                 | 6PG            | Robert & Anne Banks-Smith          |
| 1923 (Springfield)   | 425XH          | Ken Russell                        |
| 1924                 | 32LM           | John & Wendy Wagstaff              |
| 1924 (Springfield)   | 353LF          | David & Marilyn Forward            |
| 1925                 | 122EU          | Denis Deasey & Giancarlo Rotar     |
| 40/50 New Phantom    |                |                                    |
| 1927                 | 60RF           | Anthony & Carolyn James            |
| 1928                 | 10FH           | David & Diana Berthon              |
| 1929                 | 98WJ           | Andrew and Margaret Bayley         |
| 40/50 Phantom II     |                |                                    |
| 1933                 | 26MY           | David Phillips & Finella Stibbard  |
| 1934                 | 80SK           | Michael & Maureen Gannon           |
| 40/50 Phantom III    |                |                                    |
| 1937                 | 3CM137         | Michael Henningsen                 |
| 20hp                 |                |                                    |
| 1922                 | 42G1           | David & Clare Davis                |
| 1923                 | 76A7           | John Witts & Rick Morse            |
| 1923                 | 83K5           | Richard & Micki Jones              |
| 1924                 | GAK76          | Rod & Bambi Hanson                 |
| 1924                 | GRK81          | Neil & Louise Matthews             |
| 1925                 | GNK50          | Tony Strachan                      |
| 1925                 | GPK42          | Geoff Harrison, John & Sue Lenehan |
| 1926                 | GOK74          | George Forbes                      |
| 1927                 | GAJ29          | Ken Redford & Linda Kelly          |
| 1927                 | GUJ62          | Bruce & Mary Humphries             |
| 1928                 | GYL74          | Greg Wayman                        |
| 1928                 | GBM32          | Richard & Annie Burke              |
| 1928                 | GTM10          | Noel & Janis Baker                 |
| 20/25hp              |                |                                    |
| 1933                 | GHA11          | John & Liz Milverton               |
| 1934                 | GWE16          | Ian & Sue Berg                     |
| 1935                 | GPG23          | Peter & Barb McBeth                |
| 25/30hp              |                |                                    |
| 1936                 | GWN36          | Charles, Diana & Jon Bush          |
| 1937                 | GUN26          | Carol van der Pennen               |
| 1937                 | GRO4           | Rory Poland                        |
| 1937                 | GRO54          | James Baxter                       |
| 1938                 | GGR45          | Murray & Christine Stack           |
| Wraith               |                |                                    |
| 1938                 | WXA50          | Howard Wraight                     |
| 1939                 | WEC46          | James & Susan Chung                |

Also attending with a modern car were;

Colin Chapman & Kenny Brockelhurst, Simon Elliott, Vicki & David Jones, John & Helen Reis, Sofija Virgo and Mark Roberts & Catrina Keil.



*Robert and Anne Banks-Smith arriving at The Barn in their Silver Ghost, 6PG.*



*The Silver Ghost chassis 76JG of Adrian Akhurst and Diana Provis.*



*Ken Redford and Linda Kelly with Ken's Twenty, chassis GAJ29.*



*Bruce Humphries and Rod Hanson at the Twenty slow race.*



*The Silver Ghosts of Diana Provis and Adrian Akhurst, and Marilyn and David Forward.*



*Ken Russell's Springfield Silver Ghost, 1924 chassis 425XH.*



*Old friends David Jones and David Davis catch up at the display day.*



*The magnificent Hibbard & Darrin bodied Phantom I of David and Diana Berthon.*



*Rod Hanson in the Twenty GAK76. Rod won the slow race.*



*Carol ven der Pennen organised a special award for the lady drivers on tour and this was celebrated at the final dinner. From left are Fenella Stibbard, Maureen Gannon, Catrina Kiel, Linda Kelly and Carol van der Pennen.*



*The 1934 Phantom II of Michael and Maureen Gannon arriving at The Barn.*

## Fire Extinguishers - A Great Investment

On the way to the Mount Gambier National Rally, George and Sue Blenkhorn experienced a breakdown in their 1936 25/30, chassis GGM10. What appeared to be steam coming from the front of the car turned out to be smoke, and fire erupted when the bonnet was lifted. Fortunately, they were travelling in convoy with others, and a fire extinguisher appeared in the capable hands of Murray Stack who was following in his 25/30 GGR45. The fire was rapidly quelled, and the car saved, although there is considerable under-bonnet damage and some paint-scorching. It appears that the cause was a carburettor problem causing an overflow of fuel. At present the car is being assessed, and Sue and George are hopeful of a speedy repair and being out on tour again.

The cautionary note to all this is something that is easily forgotten - do not forget to carry a fire extinguisher and be familiar with its operation.



*Murray Stack and George Blenkhorn aside the car after the fire had been extinguished.*



*Murray and Christine Stack attended their first 20-Ghost rally at Mount Gambier.*



*It seems it takes a lot of people to park a Twenty.*

## Trophies and Awards

As part of the AGM at the National Rally our Chairman Rory Poland awarded the Club's four trophies as follows:

The Malcolm Johns Trophy, named after our first Australian Chapter Chairman, who really sponsored the Club at his own expense in the early days. The trophy is awarded for meritorious services for the Club and was awarded jointly to Ian Berg and Bruce Humphries for their outstanding work during the Covid Shutdown to keep the club not only going but thriving during this time.

The Peter Crauford Trophy, named after the previous Chairman, who worked selflessly to further the objects of the Club and who died in Office. The Trophy is awarded to the owner of the Club car that has the highest number resulting from the multiplication of its stated mileage in the relevant period by its age. It was awarded to Mark Roberts for Twenty GF63.

The 40/50 Trophy which is awarded to the owner of the 40/50 Horsepower car which has travelled the greatest distance in the relevant period. The trophy was awarded to Anthony James for 60RF covering 3929 miles.

The Small Horsepower Trophy which is awarded to the owner of the small horsepower car which has travelled the greatest distance in the relevant period. This was awarded to John Rowney for WXA68 covering 4241 miles (John was not at the rally).

The relevant period for the 2022 awards was 1st July 2020 to 30th June 2022, an extended period in view of Covid Shutdowns.



*Mark Roberts with the Peter Crauford trophy.*



*Ian Berg, Rory Poland and Bruce Humphries with the Malcolm Johns Trophy.*



*Anthony James with the 40/50 horsepower trophy.*



*And another award! Andrew Bayley is shown with Rory Poland. Rory was thanked heartily for organizing such a wonderful rally for all of us at Mount Gambier.*



*Richard and Micki Jones enjoying their 1923 Twenty, 83K5.*



*Carol van der Pennen in her newly acquired 25/30.*



*Catrina Keil takes the wheel on tour and is clearly enjoying it.*



*The Banks-Smith Silver Ghost and the Milverton's 20/25 at the Beachport Hotel.*



*A magnificent radiator cap just begging to be photographed.*



*A fabulous lobster lunch was enjoyed by all at the Beachport Hotel.*



*David and Clare Davis' 1922 Twenty 42G1, the oldest existent Twenty.*



*Denis Deasey's 1925 Silver Ghost 12ZEU amongst the picturesque gardens of The Barn.*



*The lineup at Port MacDonnell where we had brunch at the local hotel on the last day of the rally.*

# Draft Minutes Of The 2022 Annual General Meeting

**Held on Thursday 13 October 2022, at The Barn, Mount Gambier**

## **1. Opening and Welcome**

The Chairman, Rory Poland, declared the Annual General Meeting open at 10.00am and welcomed all members present.

## **2. Members Present**

44, plus partners for a total of approximately 88.

## **3. Apologies**

Liz Poland, Keith Mortimer, Gilbert Ralph, Neil Walker, Bryan Harper, Will Kirkby, Simon Elliott, John Humphries, Fiona Forbes, Peter McBeth, Ian Irwin, Geoff Down.

## **4. Proxies**

None received.

## **5. Quorum**

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

## **6. Minutes of the 2021 Annual General Meeting**

Resolution: That the minutes of the 2021 Annual General Meeting as circulated by email dated 5 September were accepted. Carried.

## **7. Chairman's Report**

The Chairman made mention of the the successful Club events through the year including the Hamilton run mid-year and the current Mount Gambier National which had been twice postponed due to Covid. This event is a milestone one with 44 cars and 88 people, likely the largest ever held by the Club. It celebrates both the centenary of the Twenty and the thirtieth anniversary of the Club in Australia. Other successful day events included pre-war runs with the RROC and end of year lunches.

The Committee meets now by Zoom which has proven convenient and facilitates remote member contribution. Keith Wherry, Committee member, passed away during the year and tribute was paid to him for his contribution to the Club and the Rolls-Royce movement in Australia. David Davis is stepping down from Committee and his role as Vice Chairman, and David's outstanding contribution to the Club over many years was acknowledged with thanks and applause.

The Chairman thanked the Committee for all the work through the year.

Rory also advised that Bryan Harper has retired from his role as archivist for the Club. Bryan has maintained various historical Club records over the years. We thank and recognise Bryan for his work and will be discussing future archiving needs with the Sir Henry Royce Foundation.

The Chairman's report was received and accepted.

## **8. Election of Office Bearers for the 2021-2022 Year**

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

Chairman/President – Rory Poland

Vice-Chairman/Vice-President – Andrew Bayley

Secretary – Ian Berg

Treasurer – Bruce Humphries

General Committee Members – George Blenkhorn, John

Rowney, Mick Matheson, Noel Baker

The Chairman declared the persons nominated to be elected under clause 16 (4) of the Constitution.

## **9. Treasurer's Report**

The Treasurer had previously circulated the statement of accounts (email dated 5 September). The accounts were accepted and passed.

## **10. Resolution regarding the subscription for the new year**

The Chairman outlined the Committee recommendation that the membership fees be increased to an annual subscription of \$120, with the entrance fee maintained at \$60. Moved Bruce Humphries and carried.

## **11. Trophies and Awards**

The Chairman awarded the Club's four Trophies as follows:

The Malcolm Johns Trophy, named after our first Australian Chapter Chairman, who really sponsored the Club at his own expense in the early days. The trophy is awarded for meritorious services for the Club. I am pleased to announce that the Malcolm Johns Trophy has been awarded jointly to Ian Berg and Bruce Humphries for their outstanding work during the Covid Shutdown. It goes without saying that these gentlemen kept the Club not only going but thriving during that difficult period made more stressful due to the long lockdown imposed on Victorians.

The Peter Crauford Trophy, named after the previous Chairman, who worked selflessly to further the objects of the Club and who died in Office. The Trophy is awarded to the owner of the Club car that has the highest number resulting from the multiplication of its stated mileage in the relevant period by its age. The Peter Crauford Trophy is awarded to Mark Roberts for Twenty GF63.

The 40/50 Trophy which is awarded to the owner of the 40/50 Horsepower car which has travelled the greatest distance in the relevant period. The 40/50 Trophy is awarded to Anthony James for 60RF covering 3929 miles.

The Small Horsepower Trophy which is awarded to the owner of the small horsepower car which has travelled the greatest distance in the relevant period. The Small Horsepower Trophy is awarded to John Rowney for WXA68 covering 4241 miles.

The relevant period for the 2022 awards was 1st July 2020 to 30th June 2022, an extended period in view of Covid Shutdowns.

## **12. The 20hp centenary book**

The Club has produced a book to celebrate the centenary of the Twenty book which has been co-authored by David Davis and Ian Berg. The launch followed the AGM. The book is provided free to all members and we are also providing copies for the UK Club membership. This is a major investment and a great achievement for the Club. Surplus copies will be sold by the Sir Henry Royce Foundation.

## **13. General Business**

There was no other general business

## **14. Closure**

The Chairman thanked the members for their attendance and closed the 2022 Annual General Meeting, at 10.20am.

It was followed by a celebration of the thirty years of the Australian club and also the release of the 20hp book.

# Out and About in our Rolls-Royce

Ian Berg



Ian Berg's 1934 20/25 GWE16, alongside the 1938 Wraith WRB60 of Peter Jordan Hill at the RROC Victoria concours in October.



October 6 was the actual day of the centenary of the Twenty and was celebrated at the RROC Victoria Club meeting on that very evening. On display were the Twentys of Bruce Humphries (1927 GUJ62) and Peter McBeth (1926 GOK69).



Neil and Louise Mathews 1924 Twenty GRK81 in front of the Twenty of George Santoro at the concours.



Also seen at the concours was Noel Baker's 1928 20hp chassis GTM10.



Linda and Tom Jones are members of the UK club and recently visited Australia to see their daughter and her family who live in New South Wales. Tom purchased GRJ24 some time ago and it remains in Australia. He has only just now been able to see it, recommission the car and use it after years of storage. The car appears to be in excellent condition and is highly original - except for the coachwork of course. Tom and Linda very much enjoyed the use of the car during their stay.

## New Cars to the Club



Mark Roberts recently acquired the 1925 model 20hp chassis GSK49 from New South Wales. The car, in very original condition, and well known in Rolls-Royce

circles, has not been out for some time and no doubt will undergo some straightforward recommissioning in Mark's hands.



Simon Elliott has recently purchased the 1934 20/25 chassis GPG72 in partnership with Wayne Fitzgerald. The car was ordered in December 1934 but delivered

in 1935. It has the original Windover body having been built for Windover himself in his own workshops.



*The Barker bodied Phantom, chassis 57SC, was tested hard when driven in the Singapore Grand Prix event in 1966. This car has only recently come to light in Melbourne after many years, see page 9.  
(Photo courtesy of National Archives of Singapore).*