

AUTUMN 2022
ISSUE 12



20-GHOST GAZETTE

The oldest Rolls-Royce car club in the world - Australian Chapter



The 20-Ghost Club Australian Chapter Incorporated

The 20-Ghost Club was formed in England in 1949, and the Australian Chapter of the Club was formed in 1992. The Australian Club is an incorporated association registered in New South Wales (INC9886558)

The Club is dedicated to the preservation of pre-1945 Rolls-Royce motor cars. The name of the Club was taken from the legendary 40/50 hp Silver Ghost and its smaller counterpart, the 20hp model. The Club activities revolve around the early cars including Silver Ghost, 20hp, Phantom I, II and III, 20/25, 25/30 and Wraith.

Elegibility for membership extends to owners of all pre-1945 Rolls-Royce motorcars.

Club Mailing Address

14 Hoyt Street, Hampton, Victoria 3188, Australia.

Committee and Appointments

President: **Rory Poland**
 e: polandonhigh@optusnet.com.au
 t: 0422 163 827

Vice President: **David Davis**
 e: davidgdavis@lycos.com
 t: 0409 719 976

Secretary: **Ian Berg**
 e: bergathol@gmail.com
 t: 0419 364 427

Treasurer: **Bruce Humphries**
 e: Bruce@Humphries.com
 t: 0407 545 037

Editor: **Ian Berg**
 e: bergathol@gmail.com
 t: 0419 364 427

Committee: **Andrew Bayley**
 e: aobayley@bigpond.net.au
 t: 0417 142 779

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

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

20-Ghost Gazette

The *20-Ghost Gazette* is the journal of The 20-Ghost Club Australian Chapter Inc. Contributions for the *20-Ghost Gazette* are welcome, and should be forwarded to the Editor preferably via email, or posted to the Club's address. When submitting digital photos, please send as JPEG files attached to an email at the highest resolution available. Please do not embed photos within Word documents.

Editorial Policy

Opinions expressed in The *20-Ghost Gazette* are not necessarily those of the Editor, the Club or its Officers. Technical, historical, reference or other information is published in good faith and no responsibility for their accuracy or efficacy is accepted.

The Committee reserves the right to edit or omit any material submitted, including letters to the Editor, for inclusion in the *20-Ghost Gazette*.

All Rights Reserved and Copyright, 2022; The 20-Ghost Club Australian Chapter Inc.

Print Post Approved

Publication Number 100028215

Contents

Chairmans Report	4
Editorial	4
2021 Christmas Lunch Reports	5
Rolls-Royce Owners Club	
(Victoria) Concourse	6
Not One But Two Phantom IIIs. Madness?	8
CS Rolls, Dunlop Tyres and the	
Tourist Trophy	11
Kenya Phantoms	12
For Sale and Wanted	13
Body by R Fry & Sons	14
Keith Wherry – The Passing Of A Special	
Rolls-Royce Enthusiast	22
Peninsula Touring	24
Phantom III Cars in Australia between	
1936 and 2021 - Part Five	27
New Members	30
The Celebration of the Motorcar	31



An elaborate neon Ford sign at the site of our host, Ian Barton's, on the Mornington Peninsula run. This is a fully operational, mechanically operated neon sign from the 1950s and one of many in the fascinating collection we had the privilege to visit. See page 24.

Coming Events

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

March 3 - 7, 2022	RROC Federal Rally, Canberra Accompanying tour March 3 - 7 from Melbourne and Adelaide email: polandonhigh@optusnet.com.au	Director: Rory Poland phone: 0422 163 827
April 3 - 7, 2022	Hamilton Tour email: blenkhorn@gmail.com	Director: George Blenkhorn phone: 0429 139 902
May 1, 2022	Pre-War Technical Day Combined with RROC (Victoria) email: noelbaker@yahoo.com.au	Director: Noel Baker phone: 0428 597 994
October 10 - 16, 2022	2022 National Tour - 20hp Centenary Celebration, Mount Gambier email: polandonhigh@optusnet.com.au	Director: Rory Poland phone: 0422 163 827



Above: A combined run for prewar cars with the RROC (Vic) was held on the Mornington Peninsula in February, and for the first run of the year was well attended. This is turning into a popular event. See page 24 for details.

Front Cover: Julian and Cheryl Walter's 1937 Phantom III, chassis 3BT3 with drophead coupe body by R Fry & Sons. Julian recounts the story of its mammoth restoration on page 8. The R Fry & Sons coachbuilder story can be found on page 14.

Chairman's Report

Fortunately, Covid restrictions are starting to be relaxed in the States which will allow members to once again enjoy the pleasures of driving their Rolls-Royce vehicle. Prior to Christmas, luncheons were held in Queensland, New South Wales, Victoria, South Australia and Western Australia, and these were well attended by members. A recent joint event with the RROC (Vic) to the Mornington Peninsula organised by Greg Wayman and Ian Berg. This was a very successful day attended by some 18 Rolls-Royce Vehicles.

The next major event will be the RROC Federal Rally to be held in Canberra in early March which will also celebrate the centenary of the 20hp.

The deferred Hamilton Rally will take place commencing 3rd April organised by Gil Ralph and George Blenkhorn. Entry forms have been published in the last few weeks, so please return them as soon as possible.

Our National Tour will be held in October in Mount Gambier to celebrate the centenary of the 20hp and the 30th Anniversary of the meeting which founded the Australian Chapter. Already in excess of 80 members have indicated they will be coming to Mount Gambier for this event, and it is hoped that the members who were present at the late John Altmans home for the initial meeting will be able to join. Further details of the event will be sent to all members by the end of April.

We are all saddened by the tragic news of the death of Keith Wherry on 7th February. Keith was a much respected member of this club and with Marie had travelled the world in his Silver Ghost. Our condolences go Marie at this time.

*Rory Poland,
Chairman*

Editorial

There are high-quality restoration shops and coachbuilders in Australia. The industry is not as big or as developed in Australia as it is in Europe, the UK or the USA but the skill sets are here if you take the time to seek them out. Roger Fry in Perth has been restoring vintage Rolls-Royce and Bentley motorcars for the last 40 years and many of us have cars that are bodied by R Fry & Sons. Without R Fry & Sons there would be fewer 20-Ghost Club eligible cars in the country. I spent considerable time talking to Roger about his business and he has provided great insight into its establishment in Perth all those years ago and the numerous cars that have been through the shop. Here's a call out – if you have had good experience with a professional restoration business then speak to them about sharing their story and let's develop it for a future article for the *Gazette*.

At a personal level, Sue and I were shocked to learn of the passing of Keith Wherry and like everyone pass our condolences to Marie and the whole family. David Berthon has included a comprehensive tribute to Keith in this issue.

Finally, accompanying this issue you will have received the global membership directory. Many members have been asking for a directory and we are pleased to finally be able to provide it.

*Ian Berg,
Editor and Secretary*

Below: This spectacular boat-tail Phantom II, 100MS, was originally discovered in derelict condition by Charles Bush in Kenya. See the story page 12. Photo courtesy Favcars.



2021 Christmas Lunch Reports



Western Australia, Charles Bush

Eight club members were able to make the Western Australia Christmas lunch at Sittellas Winery in the Swan valley. Photographed in the background are the Phantom I and Roger Fry's Phantom II and from left to right are Delwyn Greene, Jeremy Greene, Charles Bush, Maria Tilbury, Brian Tilbury, Roger and Christine Fry.

Sydney, David Davis

Nine members attended the Sydney Christmas Lunch at the Royal Sydney Yacht Squadron on 1st December. Held inside in the Careening Cove Anchorage due to the prospect of rain and wind, nevertheless the view was spectacular through the floor to ceiling glass. In the event, the sun did shine, and the rain held off. There were plenty of yachts, particularly large ones with the currently fashionable black sails, on the Harbour, creating interest.

The fare was the Squadron's lunch menu accompanied by a toast to the Club in Champagne.

Stories were told by David Berthon and Keith Wherry about adventures at motoring events overseas covering the last 30 years, which created much interest. Discussion continued until after 4pm so it can be assumed that all enjoyed the occasion.

Members attending were David and Nancy Axe, David and Diana Berthon, Bob Roberts, Geoff Harrison, Keith Wherry and Clare and myself

Melbourne, Bruce Humphries

The Victorian Christmas lunch was held at the Sandringham Yacht Club on Tuesday 7th December, hosted by Bruce Humphries. Twenty-eight members attended. Unfortunately, the weather was rather threatening late in the morning and most members decided to leave their Club cars in the garage. Two Club cars were, however, present. The lunch was held

in the club's Harbourview restaurant with spectacular views of the marina and Port Philip. Fortunately, Covid restrictions were sufficiently eased to allow a very sociable gathering for drinks and canapes before a two-course lunch. President Rory Poland was unable to attend due to uncertainty with interstate travel and sent his apologies. Much talk was about the possibility of opening up Club activities including the much-postponed Hamilton tour and the equally delayed Mount Gambier tour. It is hoped that a suitable event can also be arranged to celebrate the 100th birthday of the Twenty.



Rolls-Royce Owners Club (Victoria) Concourse

Ian Berg



The Phantom line-up headed by David Ekberg's New Phantom 69EF.

Held in very hot conditions on the beautifully manicured grounds of Xavier College in Kew, the RROC (Vic) Concourse included a special feature on Phantoms. The 13 Phantoms ranged from the 1925 New Phantom 56MC of Peter Jordan-Hill right through to the models produced in the BMW post-2003 era.

20-Ghost Club members Anthony James and Noel Baker were class winners with Anthony's 1927 New Phantom chassis 60RF Martin & King sedan and Noel's newly acquired 20hp on display. Noel's car too is bodied by Martin & King and is a late 20hp from 1928 chassis GTM10. It is in very original condition and was, apparently, sold as a chassis to be fitted with touring coachwork but in fact it was not bodied until 1934 at which time it was fitted with its present saloon body.

Of particular interest on the day was the arrival of 1910 Silver Ghost chassis 1425. The car, belonging to John Kennedy, is under the care of Russell Rolls who drove it onto the oval for its first outing after some years in storage. This was the first Silver Ghost that underwent a full restoration in Australia back the 1950s having been found by the late Gavin Morgan-Sandford in South Australia. Originally fitted with a Barker landaulette body, at the time of restoration it was rebodied as a tourer, with the chassis remaining very authentic and most original fittings intact. Russell reported that the car drove very well on the day and was comfortable at 60kmh albeit with two-wheel brakes only, and the driving brakes operated by hand lever.



The very sparse drivers view of a veteran Silver Ghost.



Silver Ghost chassis 1425 from 1910.



Peter and Barbara McBeth with their 1926 20hp chassis GOK69.



Noel Baker's 20hp GTM10 is fitted with handsome Martin & King coachwork which features extensive interior woodwork and fittings.



George and Susan Santoro's 1928 20hp chassis GWL33.



Anthony and Carolyn James beside the award-winning New Phantom.



Rod and Bambi Hanson's 1923 20hp, chassis GAK76.

Not One But Two Phantom IIIs. Madness?

Julian Walter

I've been fortunate to be the keeper of two of these magnificent beasts. The first some thirty years ago was 3DL14, a 1938 Rippon bodied limousine built for the Mayor of Huddersfield. Our five- and seven-year-old kids at the time had the whole rear compartment as a playroom as we toured Western Australia. Just prior to a weekend run, a small weep was noticed on the side of the block. The dreaded block rot and the beginnings of a major two-year engine rebuild. The one weakness of the magnificent V12 is its block. Corrosion of the "landings" where the wet liners rest and the block itself, in general sadly relegated many of these engines to scrap. As new blocks were unavailable, an enthusiastic engineer friend thought he could build a jig and build-up layers of aluminium that he could rebore. A laborious and expensive process which I vowed would wean me off PIIIs.

Time passes and in 2009 the urge resurfaces. An advert talks of a Phantom III "restoration project". That should have been warning enough. I was familiar with the car and its now sadly deceased owner. A perfectionist who had bought much "new old stock" to ensure it would be as new. In his zeal Peter Whyte had stripped the car to its bare componentry. Everything was disassembled to its last nut and bolt, photographed and catalogued. An enormous jigsaw puzzle of Royce's most complex car. Peter felt it was the perfect base to build an as new PIII. Significantly, the engine had only done 67,000 kilometres from new, barely run in. Delivered in 1937 to Paris to Franco Britannica for the client Jean A Seligman, it was to be bodied by Binder as a pretty four door saloon. Specific requirements were Speedo in kilometres and fuel gauge in litres. Lights to be Marchall, 'E' steering and a full louvred bonnet at 15 ½ degrees. The car on sold in 1953 to a colonel DF Henry in France. The trail goes a little cold after that, but it was purchased out of the US to Australia next by Gerhard Burkhart and then to Peter Whyte as part of an exchange.

So, the deal was done and I had a lot of boxes of bits which went to Roger Fry for re-assembly. The body had been removed some years prior and stored in the dry wheatbelt of Western Australia. Unfortunately, no one had allowed for the voracity of white ants and farm machinery running about. The body was a write off. Back to square one, but as Roger said, it was an opportunity to build a stunning three position drop head with the flowing and decadent lines prevalent in many thirties' cars. Cheryl and I intended to ultimately campaign the car in longer 20-Ghost tours around the world, so there would be discrete mods to ensure we could cover distances comfortably with total reliability. The three-position roof allowed for a dry car in torrential storms with the partly open middle position insulating us from wind buffeting. Fully open it's magnificent and with a whisper quiet V12, unbeatable driving through forests and mountain passes. 3BT3 has covered a few longer tours now and the mechanical engineer who has looked after our cars for many years, thought it could just be a little better.



At Roger Fry's workshop in December 2011



Chassis 3BT3 when it first arrived in Perth in the early 1990s.



Julian is pictured with Phantom III 3BT3, now carrying R Fry and Sons coachwork.



David Walker is a third generation Rolls-Royce mechanic of some reputation. That has meant the engine has been stripped and rebuilt twice, as has the clutch, gearbox and most suspension. We did rebuild the differential to give it longer legs but now David has fitted an overdrive which is engaged by simply pushing down on the gear lever when underway. It works effortlessly. A supplementary heater is concealed under the dash and allows us to travel with the roof open on cooler days. Because of its stunning lines, the car has done many weddings for friends. Roger Fry ended up

concealing a hydraulic step under the sides of the car to aid young ladies in their wedding dress to alight from the car with dignity. Tight dresses and only two door cars can be a problem. A backup parallel Facet fuel pump can be switched into service if the original SU has issues. I know I'm tempting fate, but I believe 3BT3 is a reliable stunning long range touring car. Comfortable, effortlessly powerful and quiet, it's hard to believe it's 85 years young. My thanks to Roger Fry for the stunning body and David Walker for the engineering.



CS Rolls, Dunlop Tyres and the Tourist Trophy

Ian Berg

Dunlop frequently advertised their Rolls-Royce connection. CS Rolls used Dunlop tyres on his car in the Isle of Man Tourist Trophy races.

Charles Stewart Rolls was a racing car driver, balloonist and only the second person in Britain to hold obtain pilot's licence. Following his famous meeting with Royce, and the formation of Rolls-Royce, Rolls turned his attention to racing and the Isle of Man Tourist Trophy. He entered the event in 1905, but a gear-box failure stopped his Rolls-Royce Light Twenty. Percy Northey had also entered a Rolls-Royce in the same event and came second. Northey, a skilled driver and engineer, went on to work for Rolls-Royce from 1909.

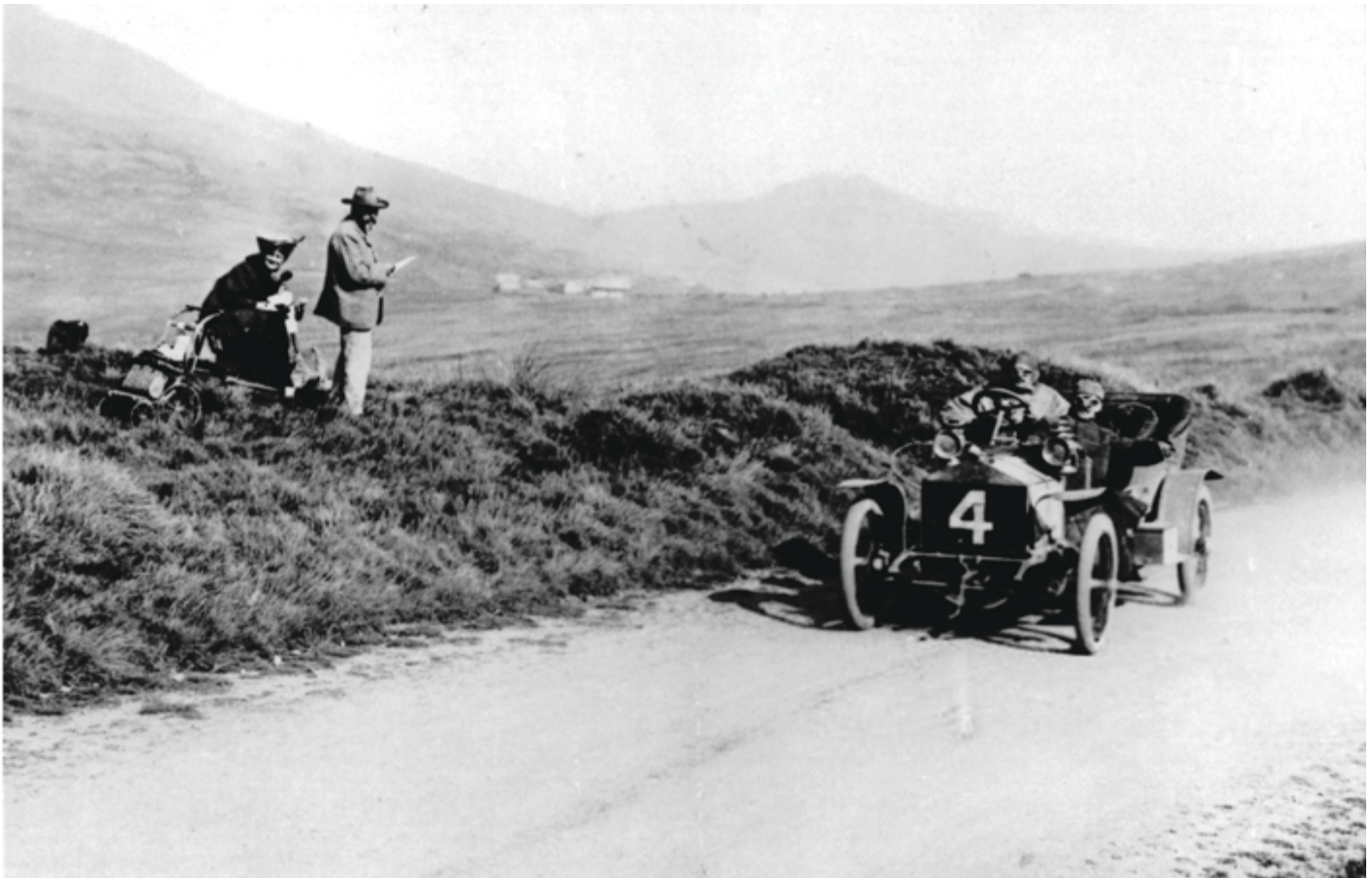
In 1906, Rolls returned to the race, and went on to win.

Soon after this, Rolls became smitten with flight and dedicated his time to flying. At an air show in Bournemouth in July 1910, while Rolls pushed his Wright Flyer to the limit, disaster struck. In high winds and during a demonstration of landing skills, spectators heard a cracking noise, then watched as tail parts began to splinter and fall from his aircraft. The plane plunged to the ground and he was killed. Rolls was only 32 years of age.

Right: In the 1960s Dunlop advertised their products in the UK 'Veteran and Vintage' Magazine.



Below: CS Rolls is seen in competing in the Isle of Man Tourist Trophy in 1906. He won the event in the Rolls-Royce Light Twenty, one of the more powerful cars in the race.



Kenya Phantoms

Charles Bush

Kenya was my home for 15 years on a farm high on the western slopes of the Great Rift Valley, 23 miles from a small town and railway siding called Molo. Growing up on a 1500-acre piece of virgin Africa at 8000ft above sea level was a wonderful experience. Where else could you grow tea, pyrethrum, wheat, oats, barley linseed, milk cows, grow beef and sheep, fish for trout on the river which divided the farm, and have wild game and elephants in the Forest Reserve that was on the farm boundary?

I learnt to drive our little grey Ferguson TEA 20 tractor as soon as I had enough weight and strength to push down the clutch and brake pedals! When the farm was acquired for African settlement, I spent the next 12 years working from Nakuru, in the great Rift valley, for the local Massey Ferguson agricultural machinery importers and distributors. I travelled the three East African Countries of Kenya, Uganda and Tanganyika visiting many ranches, government enterprises and experimental stations, farmers, tea and coffee plantations, rice fields and wattle plantations. On these visits I found many old cars, trucks, tractors and implements that had escaped the World War Two scrap merchants.



February 1970, Phantom II Continental, 8PY, as collected in Elburgon, Kenya. Charles Bush is on the right and Roger Tanner on the left.



Phantom II, 8PY and bits, Elburgon, on its way to Njoro, Kenya.



Phantom II, chassis 8PY, at Njoro, Kenya.



Roger's 1934 20/25 model Hooper saloon, pictured in the Cape Argus newspaper of August 14, 1969.

Among several Rolls-Royces that I found were two Phantom IIs. They were on a farm, chassis only, parts scattered around in the long grass and generally in poor shape. I had a short wheelbase Land Rover at the time, so my friend Roger Tanner and I decided to gather up as many of the loose bits that we could find, put them on one of the Phantom IIs and in the Land Rover, and tow the chassis 23 miles to Njoro, where we lived. No brakes, no warning lights or safety chains, just two young blokes doing what needed to be done - saving a couple Rolls-Royces. Those were the days.



100MS Phantom II, February 1970, when recovered in Elburgon, Kenya. This car has now been restored with a spectacular boat-tail body, and is pictured on the right.



Chassis 100MS as it is now. Photo courtesy Favcars.

In 1974, I migrated to Western Australia bringing with me Phantom I, chassis 34UF with Martin and King body that was formerly from a Silver Ghost, chassis LK88. I left the two Phantom IIs in Kenya.

Evidently, the Phantoms eventually found a home as I noted in the Flying Lady edition #2/2016 there is a picture of one of my Kenya discoveries, Phantom II 100MS which had sold at auction for US\$235,000. This aroused my interest, so I sent Tom Clarke the few remaining photos that I have for his comments. He kindly replied saying that it was hard to believe that 100MS had been saved as so much was missing. It was restored, after a fashion, and was in Denmark in 2000. Originally a Thrupp & Maberly saloon, then a shooting brake and eventually left to rot on a farm in Kenya until my discovery in 1969.



Phantom I, 34UF, also collected at Nakura, Kenya and which came to Australia with Charles.

The other Phantom II, 8PY was a Barker saloon when new. It returned to the UK, has a replica body, replacement engine and was last known in 1999. It is possible that this was the car that was used to tow gliders at the Lanet airfield, near Nakuru, In the early 1960s. How and when it ended up with 100 MS is not known.

Perhaps there is more history of these cars out there. Who brought them to Kenya and when? How did they get there? What were they used for - sedate travel, farm utes or glider tow car?

On another adventure in Kenya in the late 1960s, Roger and I were able to purchase was a 1933/4 Hooper bodied 20/25 which we drove from Nairobi, Kenya to Cape Town, South Africa in 1969 - but that's another story. During my travels, I acquired two 20/25's, the two Phantom IIs mentioned, a few remains of a Silver Ghost and the Phantom I.

One of the 20/25's we drove to South Africa, the Phantom I came with me to Australia in 1974, and the rest I left behind in Kenya with Roger Tanner.

For Sale and Wanted

FOR SALE

David Axe, member from New South Wales, advises he has been entrusted with various spare parts from several deceased estates which are available for sale. Parts include half shafts, steering components, and numerous smaller items. Please contact David for details.

10% of all sales goes to the Sir Henry Royce Foundation.

Contact: David Axe.
Phone (02) 4324 1952.
Email daxe1938@gmail.com

Body by R Fry & Sons

Roger Fry with Ian Berg

For over 40 years Club member Roger Fry has been restoring cars in Western Australia. Roger originally trained as a carpenter and the story of how he established his business is fascinating. The standard of work coming out of Roger's shop is the equal of any around the world and he has developed a global reputation as a master coachbuilder with multiple award-winning creations to his credit. Roger has provided the background to his enterprise:

Emigrating from England, Roger and Christine established themselves in the wheat belt in Western Australia. A return to the UK in 1967 for family reasons and the subsequent experience of working in a restoration shop gave Roger an introduction to the car restoration business. Once again coming back to Western Australia, Roger imported his first Rolls-Royce, a 25/30 chassis GRP79 in 1973 and subsequently restored it for himself. At the Federal Concourse of the RROC in Western Australia in 1979, the car so impressed a bystander that Roger was asked if he would restore a Bentley for him. And so began the restoration business with the first project being a Franay

style 4¼ litre Bentley. Since then, Roger has been responsible for the complete rebuild of some 55 Rolls-Royce and Bentley motorcars and eight other makes including a second Franay styled car for a New Zealand buyer. Many of the cars have been sourced as projects by Roger himself through contacts in the UK and USA before being offered to Australian customers and subsequently restored to their required specifications.



The body plate says it all 'R Fry & Sons, Perth, Western Australia'.



A recent photograph of Roger's workshop, located in a rural setting outside of Perth.



Roger's own Phantom II, 94PY. This car was ex USA and Switzerland and Roger rebuilt it from a complete wreck.

The workshop, located in Roleystone about 30km from of the centre of Perth, provides a complete restoration service. A typical project consists of a total chassis restoration and rebody with everything, apart from the paintwork, handled in house. Over the years Roger has employed several craftsmen including a former Park Ward coachbuilder and a Rolls-Royce trained mechanic. However, the business now is strictly a family affair. Roger and Christine's son, Jason, completed an apprenticeship in panel beating and spray painting and worked in the business for 25 years before his untimely passing. Son Aaron is now responsible for metal work with Roger on mechanical, body design and framing. Daughter Lisa completes all the upholstery and tops for the cars and was the first female apprentice in the field in Western Australia.



The replica C-type Jaguar currently in the workshop.



Margaret and Andrew Bayley's 1921 Silver Ghost chassis 106AG.



Roger's own Alvis Speed 20.

Most of the restorations involve a rebody, and Roger is very particular about understanding the customer's requirements in terms of the body style, sizing of seating arrangement and fittings before the project is finally committed to. Usually this will involve extensive research into design styles and review of original coachbuilder's drawings. How long the whole restoration takes depends on many things including the condition of the car and the body style sought. A straight-forward restoration could be completed in a year if the entire team were dedicated to the project. However, to ensure work consistency, several projects are on the go at the same time. At present a 1912 Silver Ghost, chassis 1853E, is being completed, as is a replica C-Type Jaguar, Roger's own 3½ litre Bentley, and on hand is also a Rolls-Royce Phantom I and a Phantom III.

Rolls-Royce has been the predominant marque through the workshop and the list includes 16 Silver Ghosts, three Phantom I's, six Phantom IIs, two Phantom IIIs, two 20hp models and two 25/30s, a number that surely must be a record in Australia. Other cars that have been restored include five WO Bentleys, eight Derby Bentleys, three post-war Rolls-Royce and Bentleys, two Hispano Suizas, a Bean, an Alvis, and a veteran Renault. Roger has also restored a Ford Model T ambulance for the St John's Ambulance Service as a promotional vehicle for their 50th anniversary.



Ian and Sue Berg's 1921 Silver Ghost chassis 62JG.



Roger's 3½ litre Bentley currently nearing completion in his workshop.



Margaret and Andrew Bayley's 1929 Phantom II 98WJ.

A particularly challenging rebuild was the 1912 Silver Ghost chassis 2145. The car was originally fitted with Barker cabriolet coachwork, long gone, and a reproduction of the original body was sought. Roger visited the UK and Ireland to study similar cars and the splendid body, framed in Tasmanian Oak and clad in aluminium was subsequently constructed. The car has long left our shores and is now owned by 20-Ghost Club members Albert and Monique Eberhard from Portugal. Another notable car that passed through the workshop was the late John Auld's 14 litre aircraft-engined Hispano-Suiza from 1915 which on the road proved to be exceptionally powerful and fast. It is now in the Jay Leno collection.



1912 Silver Ghost chassis 2145, a reproduction of a Barker cabriolet, pictured in 2004 with Jason and Roger Fry, Ted Luckhurst and Matt Henderson. Both Ted and Matt worked for Roger for 20 years and are now on their own. Matt still does the paintwork on Roger's projects.



David Ekberg's 1927 Phantom I 69EF as photographed at the 2022 RROC Victoria concourse.



The coachwork for 2145 under construction.



John Smith and Roger Fry alongside John's 1924 Silver Ghost 58TM.



Above and Left: The magnificent reproduction Barker body on chassis 2145.



A well-known car in Australian Rolls-Royce circles which is currently nearing completion is 20-Ghost member Peter Moran's 1912 Silver Ghost chassis 1853E (See the back cover of the *Gazette* for photographs). This car was originally owned by Sol Green in Melbourne (see *20-Ghost Gazette* Spring 2020) and was restored in the 1960s by Eric Rainsford who built a Roi des Belges body. Peter has commissioned a D-fronted limousine body, as well as a touring body for summer use based on a Barker design, which will complete an exhaustive restoration conducted over many years. This car is spectacular, with an extraordinary amount of attention being applied to every detail.



Keith Drew's 1923 Silver Ghost, chassis 88LK. The body is a reproduction of the original Waring Bros roadster.



1925 Silver Ghost chassis 67AU built for G Bukhardt.



George Forbes 20hp chassis GOK74 showing the body under construction. Note the bucks for the mudguards.



Brian Tilbury's 1922 Silver Ghost, chassis 4PG open drive limousine.

Roger is also completing his own 3½ litre Bentley chassis B119FC at present and has in his personal stable a Phantom II Continental chassis 94PY, a car we have seen on several 20-Ghost tours, and a very original PII Windover's limousine which we are yet to see, as well as an Alvis Speed 20.

Originally, Rolls-Royce only provided the chassis, drive train, bonnet and radiator. The coachbuilder then completed the car to the customer's requirements. We are very fortunate to have in Australia a coachbuilder like Roger Fry and his family who can practice this craft to the same high standard as the best of the coachbuilders from the past. The accompanying selection of photos shows the wide variety of styles and projects that have been undertaken by 'R Fry & Sons'.



A Phantom I under construction for D Bartlett, chassis unknown.



The same Phantom I following completion.



George Lucey Phantom I, 98DC, pictured with Jason and Roger Fry.



1929 Phantom II 61WJ, now owned by Nathan Clements.



Photographed in 1997, this Phantom II is now in Germany.



G Burkhardt Phantom II, UK92



Julian and Cheryl Walter, 1920 Silver Ghost, chassis, 51FW.



Alan and Maria Tribe's 1913 Silver Ghost, chassis 2316.

Keith Wherry – The Passing of a Special Rolls-Royce Enthusiast

David Berthon

I'm honoured to write a few words on Keith who I regarded as the consummate Rolls-Royce and Bentley enthusiast.

Back in the early 1980s I parked regularly in the Sussex Street parking station in Sydney and in a prime position on the Ground Floor I often saw a superbly presented Bentley with the number plate A1.

After some months I mustered the courage to introduce myself to the owner – a rather tall distinguished eloquently spoken man who was more than delighted to discuss his car and his obvious passion for Rolls-Royce and Bentley.

Yet it would be quite some years before I would get to know him more personally. Not until 1998 in fact when I purchased his 1924 Silver Ghost Hooper Landaulet 125AU. Keith's somewhat distinguished English persona was in many ways the product of his formative years. His father John, a prominent Dentist, had taken an early posting in the U.K., Keith born there along with his two brothers, attending primary school in Brighton before returning to Australia with the family to attend high school.

A year at ANU studying Law was followed by a 12-month sabbatical travelling the world with a friend and living for a time in New York. On return he recommenced Law School at Sydney University, on completion starting in solo practice at a young age before joining the much older Paul Laurence to form the very successful Law practice of Lawrence and Wherry.

Their office located in a small historic three-story Terrace in Clarence Street, recognised as the narrowest fronted building in the city. Painted pink it very much suited Keith's dapper appearance and he quickly gained a wide range of prestigious clients including Sydney City Council.

His interest in all things Rolls-Royce and Bentley had started whilst at Sydney Law School with the purchase of a rather forlorn 1938 Phantom 111 H.J. Mulliner Sedan de Ville 3DL146. Keith used this impressive Rolls-Royce for weddings to assist with his university fees and often lamented that as a student he had to eventually part with this exquisite car due to a lack of funds, the car now superbly restored in the hands of Martin Glynn in Queensland.

Joining the N.S.W. branch of the Rolls-Royce Owners Club in 1968 he would meet long-time R-R enthusiast and lawyer Malcolm Johns and their common interests would see them become good friends. It seems ironic that Keith only last year wrote a eulogy on Malcolm's passing.

As Keith's law practice grew so too grew his passion for Rolls-Royce and Bentley and in all he would eventually own 75 examples with perhaps his 1912 Silver Ghost 2133 his most prized collectable. His most recent purchase a 1950's Silver Dawn, joining a 1938 Phantom

111, 2014 Bentley Mulsanne, 1963 Bentley S3, 1991 Bentley Continental and 2002 Bentley Arnage.

Part of the early Wherry/Johns friendship was a trip to the 1975 RROC Federal Rally in Western Australia with George Harris and his 1912 Silver Ghost 6TB. George with co-driver Jim Redman would drive from Sydney to Perth in the impressive time of 46 hours and 57 minutes. The return trip with Keith as co-driver was more relaxed however near Broken Hill, he managed to break his arm whilst cranking 6TB.

With his law practice now in full swing Keith would become more deeply involved in the Rolls-Royce Owners Club becoming President of the N.S.W. branch from 1983 to 1985, then as Federal President from 1986 to 1989, eventually being bestowed Life Membership. And with membership affiliations with the RREC in the U.K., RROC Inc. of America, the 20-Ghost Club and the Silver Ghost Association International events beckoned. Keith at one time also SGA Director at Large for Australia and New Zealand.

Over a thirty-year period, he would participate in countless international tours and rallies, in fact, his 1912 Ghost was toured on no less than five continents. Given the very number of international events attended it must rank as the most travelled Silver Ghost in the world.

And, surprisingly, despite an acknowledged lack of mechanical knowhow, travelling long distances in 2133 was never out of the question for Keith. On top of that he took part in several Silver Ghost Alpine re-enactments, in 1993 with first wife Kerry, air-freighting his 1911 Silver Ghost Tourer 1606 due to a delayed restoration, and in later re-enactments with 2133.



Pebble Beach Concours was also a favourite event, always a chance to catch up with American friends, 2011 a memorable year when he entered 2133 in a special Silver Ghost Class.

Reflecting on the “Wholly Ghost” SGA Tour of Ireland in 2019 Keith casually remarked to me he’d driven 600 kilometres in a day from Sussex in pouring rain so as not to miss the Ferry – a remarkable drive in some heavy motorway traffic at times, proving the durability of 2133 and more so of Keith and Marie. Such was his love of Ghost motoring to him it was just a normal day behind the wheel.

His love of early motoring had also seen him participate in the London to Brighton Rally in 1986. With friends Malcolm Johns and Max Roberts already entered Keith made a characteristic last-minute decision to buy a 1901 Curved Dash Oldsmobile, flying it to the U.K. no less to join the group and successfully reach Brighton.

In 1994 he would organise the first Wholly Ghost Tour to Echuca with no less than 38 Silver Ghosts, followed in 1995 with 18 Silver Ghosts to Thredbo and Mount Buffalo. In 1996 the Third Wholly Ghost Tour Outback Australia would see his outstanding organisational skill come to the fore with no less than 57 Silver Ghosts entered – the trip taking in Wollongong, Melbourne and Adelaide before boarding the Ghan train to Alice Springs. Not without drama due to the American entries being detained at sea in Singapore but all taken in good spirit by Keith who raised a large amount of money for the Royal Flying Doctor Service along the way.

In his worldly travels with fellow Ghosters and collectors Keith made a multitude of friendships in many countries. His likeable eloquent manner, natural charm and love of food and wine making him a popular invitee wherever he and Marie travelled. And always with an interesting tale to tell along the way.



Keith and Marie on the 20-Ghost Tour, Tasmania in March 2021.

There was an unassuming way about Keith but underneath lay a much bolder character with an adventurous spirit that few Rolls-Royce enthusiasts could equal. His business acumen and natural ability enabled him to enjoy his hobby at the highest possible level, yet he was never showy and boastful in the many beautiful cars he had the pleasure to own.

After a very successful Law career he would purchase an historic home in Potts Point and develop it into Simpson’s boutique Hotel, only recently selling it and his beloved 2133 to enjoy a quieter life and a chance to enjoy more Rolls-Royce events.

Four years ago, on a dinner Harbour cruise to celebrate his 70th birthday he surprised us all by announcing his marriage to Marie, the wedding cake not surprisingly a miniature of 2133 in which they had spent so much time together.

To Marie and all their families, we send our deepest sympathy on the loss of our dear friend. In so many ways that number plate A1 spoke for the very character of this very special Rolls-Royce enthusiast.

Vale: Keith James Wherry

DoB 20 September. 1947 - DoD 7 February 2022



Keith and Marie on the RREC Around Britain Tour in 2017 with 1912 Silver Ghost, chassis 2133.

Peninsula Touring

Ian Berg

A joint run with the Rolls-Royce Owners Club of Australia (Victoria).

We had perfect weather on the day, and once again the tour commenced at Arthurs Seat Summit on the Mornington Peninsula for a leisurely coffee and chat before the group enjoyed one of the most picturesque and traffic free roads in the area. The route toured past Cape Schanck and onto Flinders, then we wound our way over to a lunch stop at Safety Beach Yacht Club via Merricks and Red Hill.

The 39 participants enjoyed a delightful meal in a setting opening on to the Beach and a beautiful midday breeze. Following lunch, we had the privilege of visiting the Ian Barton collection and were hosted by Ian and his wife Judy and daughter Amber. A wonderful afternoon tea and tour of Ian's collection of cars, motorcycles, boats, automobilia, advertising and music boxes was then enjoyed. This collection is immaculately presented and includes an extraordinary collection of Texaco memorabilia about which Ian proved very knowledgeable.

The pictures say it all – everyone enjoyed the day and the opportunity to drive our pre-war cars in a beautiful setting.



Howard Wraight's Wraith arrives at Bittern



Neil and Louise Matthews with their 20hp cabriolet.

Anne and Des Dillon	1920 Rolls-Royce Silver Ghost, 64PE
Ian Berg	1921 Rolls-Royce Silver Ghost, 62JG
Ruth and Tim Roberts, George and Sue Blenkhorn	1922 Rolls-Royce Silver Ghost, 70SG
Rod and Bambi Hanson	1922 Bentley 3 litre
Neil and Louise Matthews	1924 Rolls-Royce 20hp, GRK81
George Forbes	1926 Rolls-Royce 20hp, GOK74
John and Helen Reis	1927 Rolls-Royce Phantom I, 44EF
Noel and Janis Baker	1927 Rolls-Royce Phantom I, 85RF
Greg Wayman and Bruce Walker	1928 Rolls-Royce 20hp, GYL74
Richard and Annie Burke	1928 Rolls-Royce 20hp, GBM32
Kevin and James Kane	1932 Rolls-Royce 20/25, GHW8
David Phillips and Fenella Stibbard	1933 Rolls-Royce Phantom II, 26MY
Ralph and Marg Plarre	1935 Bentley 3½ litre
Peter and Barbara McBeth	1935 Rolls-Royce 20/25, GPG23
John and Carol McQuay	1937 Rolls-Royce 25/30, GMP12
Mark Herbstreit and Peter Jordan-Hill	1938 Rolls-Royce Wraith, WRB60
Howard Wraight, Stephen Peoples, Anthony Wood and Sheriff Usuf	1938 Rolls-Royce Wraith, WXA50
Bruce and Mary Humphries	1939 Rolls-Royce Wraith, WHC36



The Phantom I of John and Helen Reis and the Silver Ghost of Ruth and Tim Roberts.



The cars featured at the Safety Beach Yacht Club car park.



Ian Barton stands to the right of his Jaguar XK140 outlining many of the features of the very diverse collection.



George Forbes, 1926 20hp.



Richard and Annie Burke, 1928 20hp.



John and Carol McQuay, 1937 25/30.



Peter and Barbara McBeth, 1935 20/25.



Kevin and James Kane, 1932 20/25.



Des and Anne Dillon, 1920 Silver Ghost.



Bruce and Mary Humphries, 1939 Wraith.



David Phillips and Fenella Stibbard in their newly acquired Phantom II.

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

Steve Stuckey

Steve continues his series about all the known Phantom III Rolls-Royces in Australia. Very collectible, these cars epitomise the best of Rolls-Royce engineering.

No. 15, Chassis 3AX121, in Australia from 1965 to the present

The Chairman of The Plessey Co had this car delivered to him on 14 April 1937; he was Allen George Clark of Essex (1898-1962). Rolls-Royce sent the chassis to Barker, who built a saloon with division to a unique design on the chassis, fitted with false landau irons, a divided windscreen and painted black and with brown leather throughout, including to the headlining. It was registered DXO 2. Rolls-Royce records show the only other British owner as G Brunning of Berkshire in 1956. In 1965 the car was advertised in London and was sold to John Brearly of Perth, then to Tony Windsor. Percy Markham of Perth bought the car in 1967 and for some time it was displayed at the WA Museum, during which display it suffered from lack of attention. In 1990 Christie's sold the car at auction, with a non-functioning

engine (which has been replaced at present with a B-80 straight-eight engine). The car was bought by Charles Butterworth and is being restored.



No. 16, Chassis 3DL146, in Australia from 1968 to the present

This chassis came off test on 25 November 1938 and it was fitted with a very stylish H J Mulliner limousine de ville body finished in black with a gold picking out line. Its cost in 1939 was £2,150 (as a used car). Originally it was used as a Rolls-Royce demonstrator car, and then by the Inspection Department for Rolls-Royce employees visiting owners in the UK. It was used on the AA Riviera Tour in 1939 before being passed to Jack Barclay Ltd. who on 1 August sold it to Mrs

Marcelle Winkworth of Le Touquet in France. It is likely that Mme Winkworth took the car to Canada, as it was there in 1946 when she married Pierre Hudon. The car was returned to the UK by October 1952. In 1967 it was purchased by Keith Wherry and came to Australia on 17 June 1968. In 1975 it was sold to Bruce Ross and it was during his ownership that the author rode in his first Phantom III. In October 1995 the car was purchased by Martin Glynn in Queensland, and subject to an extensive restoration that turned it into the prize-winning car it is today.



No. 17, Chassis 3BT125, in Australia from 1978 to the present

Despatched from the factory on 16 April 1937, this chassis was sent to Park Ward Ltd. who built a sedanca de ville (body 4256) with brougham styling and finished in ivory over black with a French grey hood. They sold it

to Mrs Irene Hamilton of London, her sixth Rolls-Royce. It was registered DYM4 and was sold by her family in 1956. In 1958 it was with a D Lord in Rhodesia and was purchased there in 1968 by Donald Hibbert who moved with it to Queensland in 1978. The car is still owned by the Hibbert family, registered 832-NFB.



No. 18, Chassis 3DL88, in Australia from 1984 to 1989

A chassis prepared for the 1938 London Motor Show on its coachbuilder's stand, 3DL88 was sent off test on 11 August 1938 and sent to H J Mulliner who built a limousine de ville body finished in dark green over black with green and black picking out lines; the body cost the large sum of £975, and the total for the car of £3,008. Originally allocated to dealer John Croall & Sons

Ltd. to hold as stock, it was passed to Jack Barclay Ltd. On 17 December they sold the car to Sidney Edward Parkes (born 1882), a construction engineer from Surrey, Chairman of the Park Royal Stadium a greyhound track; he owned the car until 1952. Sold to the US in 1974, it came to Australia in 1984, to Keith Wherry. It was sold to Ian Bennell in 1988, who restored it before it was sold to Germany in 1989, the last heard of it, disappointingly, as it is a very elegant car.



No. 19, Chassis 3DL154, in Australia between 1985 and 1996

This was the fourth Phantom III sold to Sir John Leigh, Bart. of Surrey (1884-1959) (and his 22nd Rolls-Royce; he owned seven Silver Ghosts, three New Phantoms, and seven Phantom IIs; his wife had two Phantom IIs registered to her name!). 3DL154 was despatched from Derby on 13 February 1939 and was sent to Freestone

& Webb, who bodied all of Sir John's Phantom IIIs. This was a limousine with body number 1334. Its special features included a speedo with a 6" dial and no occasional seats. Sold on in 1949, it came to Australia in 1985, to John Altmann in Victoria. He kept the car until 1996 when it went into the collection of Terry Cohn in England, then to a Spanish owner in 2001. Since 2014 it has been in the extensive collection of ex-tennis player Ion Tiriac in Romania.



No. 20, Chassis 3DL104, in Australia between 1988 and 1990

As with 3DL154 immediately above, this was the fourth Phantom III sold to its first owner, he being Sir Herbert Smith, Bart. (1872-1943). He lived in Worcester and Kidderminster, and had owned seven Rolls-Royces before this, as well as three Derby Bentleys. It was delivered to H J Mulliner in September 1938 and they built a limousine de ville on the chassis, with body number 4635, finished in dark blue and black with a primrose picking out line. The upholstery was in fawn leather to the front compartment and fawn leather to the

rear, with burr walnut woodwork with micassa banding. Originally held as stock by the coachbuilder, it was not delivered to Sir Herbert until 9 June 1939, with 3BT81, a Gurney Nutting drophead sedanca coupé, traded for £2,885 on the very expensive £3,086 for 3DL104. Exported to an American owner in 1965 (and featured in the 1977 movie "The Other Side of Midnight") 3DL104 was imported into Australia in July 1988 by Robert Vered and sold to Ian Bennell in 1990. That year it was shipped back to the UK and was last known in 2001 by Mohammed al-Fayad of Harrods. Ltd. He had a B-80 engine fitted and 3DL104's V-12 engine was sold separately in June 1994.



New Members

We welcome new member Malcolm Richardson who owns a 1928 Phantom I, chassis 33CL, 1933 Phantom II chassis 18MY (see opposite), and 1936 20/25 two-door Drophead, chassis GTK16.

Also we welcome Ric Ghion who has a 1924 Rolls-Royce 20hp, Cheetham & Borwick, chassis GAK57, Theo Whitmont, 1934 20/25 chassis GYD15, and Roger Thiedeman who is presently looking for an eligible car.



Theo Whitmont

1934 20/25 GYD15



Above: Ric Ghion

1924 Rolls-Royce 20hp, Cheetham & Borwick, GAK57.

Left: Malcolm Richardson

1936 20/25 2 door fixed head coupe, GTK16.

The Celebration of the Motorcar

Malcolm Richardson

A restored Phantom II, chassis 18MY.



This is an annual event held in the beautiful grounds of the Cottesloe Civic Center in Perth. It was held in November 2021 and new member Malcolm Richardson displayed his 1933 Phantom II, chassis 18MY.

The magnificently restored chassis was the winner of the Prewar Luxury Car Class and is currently being prepared for new coachwork. We hope to feature more about this car in a future issue.



The 1912 Silver Ghost chassis 1853E belongs to Peter Moran and is being restored in Roger Fry's workshops. It includes some exquisite detail such as the woven cane effect on the side of the body. The restoration of the car is very nearly complete, see the R Fry & Sons story on page 14.