

SPRING 2023/2024
ISSUE 19



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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New Members



We welcome Peter and Catherine Broun from Tasmania who have recently purchased GA12, the 1923 Twenty with original Smith & Waddington tourer coachwork.



In addition, John and Linda Stephens have recently acquired 1909 Silver Ghost chassis 1192. John and Linda are from South Australia and also own the 1935 Phantom II 75UK.

Coming Events

November 26, 2023	Christmas Lunch South Australia, Pike & Joyce Winery, Lenswood	Director: Rory Poland Phone: 0422 163 827 Email: polandonhigh@optusnet.com.au
November 30, 2023	Christmas Lunch Victoria - Coombe Yarra Valley, Coldstream	Director: Noel Baker Phone: 0428 597 994 Email: noelbaker@yahoo.com.au
December 2, 2023	Christmas lunch Queensland, Angelhurst, Tamborine	Director: John Rowney Phone: 0413 676 833 Email: johnrowney@bigpond.com
December 5, 2023	Christmas Lunch New South Wales The Royal Sydney Yacht Squadron, Kirribilli	Director: David Davis Phone: 02 9953 2031 Email: davidgdavis@lycos.com
November 23, 2023	Christmas Lunch Western Australia Cafe Coast Waterfront restaurant, Port Bouvard, Wannanup	Director: Charles Bush Phone: 08 9299 6514 Email: mauwemingi@hotmail.com
March 5 - 8, 2024	20-Ghost Getaway, Mornington Peninsula	Directors: Ian Berg Phone: 0419 364 427 Email: bergathol@gmail.com Greg Wayman Phone: 0402 009 901 Email: greg.wayman13@gmail.com
October 20 - 26, 2024	2024 National Tour, Wagga Wagga	Director: Michael Henningsen Phone: 0418 818 767 Email: michael@michaelhenningsen.com.au

The 20-Ghost Getaway, Mornington Peninsula, March 5 - 8, 2024. Please book accommodation now!

We will be staying at Flinders, one of Victoria's most delightful seaside fishing and tourist villages. Accommodation will be for three nights at the Flinders Hotel, and we have reserved 20 rooms, but they are only held until December 5th. Please make your bookings directly with the hotel and mention the 20-Ghost Club rally. Pricing is \$285 per room for two, \$255 single, including breakfast. Note that full payment is required at the time of booking, and refunds are only available in the event of cancellation if notified prior to January 21st.

Flinders Hotel contact Rebecca DiBattista:

Email: rdibattista@flindershotel.com.au,
Phone: (03) 5989 0201

Entry forms will be provided by email soon.

Enquiries to:

Ian Berg (0419 364 427)

or Greg Wayman (0402 009 901)

The 20-Ghost National Rally, Wagga Wagga, October 20-26, 2024.

Accommodation can now be secured!

The 20-Ghost Club National Tour will be held at Wagga Wagga from Sunday 20th October through to Saturday 26th October, 2024 and we have block booked 45 downstairs rooms at the Mercure, 1 Morgan Street which is just a short walk to the heart of the city centre.

Accommodation bookings can now be made with the hotel (Ph 02 6939 7200). Please ensure you mention the 20-Ghost Club.

Tour details are to be worked through, and an entry form will be provided once details are finalised.

Enquiries to:

Michael Henningsen (0418 818 767)

Front Cover:

Built in 1870, the historic Harvest Home at Avenal was a popular destination on our Milawa National Tour. It seemed that the 20-Ghost Club just about took over the whole town.

Chairman's Report

All Hallow's Eve 2023

I think my first task as the incoming Chairman of the 20-Ghost Club, Australian Chapter is to sincerely thank the Committee for their trust and confidence in me as I assume this role. I'm very much aware that I'm attempting to fill enormous shoes and am hopeful that Rory Poland won't be too far away for a while as I settle into this new position. It always makes it easier when the Committee is experienced and very capable as well as being brilliantly served by an excellent Secretary and a great Treasurer.

Many of us are still reminiscing about the fantastic week we have just had in Milawa. The Rally was an absolute credit to both Bruce Humphries and Noel Baker who crafted sensational runs most days, excellent dinners and fascinating tours within the rally. I had never before been to the King Valley region of Victoria except passing through in winter enroute to the ski fields and was overwhelmed by the beauty of the area. I had no idea of the large Italian diaspora together with their vibrant culture and was so pleased to see so many of their traditions alive and well.

The thing which really stood out for me at both Milawa and Mount Gambier last year was the fantastic camaraderie which exists within our wonderful group. It's such a pleasure rekindling old friendships, making new ones and just enjoying driving our beautiful cars and enjoying the company of like-minded people.

It was an extremely nice compliment we were all paid on the final night at the dinner when the manager of the Lancemore Resort asked if she could say a few words to thank us for being the kind and courteous group that we are. I felt we would be welcome back anytime!

The cars were fabulous, participants came from every state and there was a lot of laughter and fun had by all. We all had a sensational time, for me driving Rory's 25/30hp to and from the Rally, having the unique privilege of driving Tim and Ruth Roberts' 1922 Silver Ghost, and touring about the High country roads in Greg Wayman's 20hp 'Go-cart' were just a few of my highlights. Planning is underway for next year's rally in Wagga but before then there is the run to the Mornington Peninsula organised by the Victorian Branch and also planning is underway for an Eastern Tour organised by New South Wales and Bob Roberts. Firstly, however we have a plethora of Christmas Lunches in the various states!

Congratulation to Rory Poland on being awarded an Honorary Vice President position in the English Club in recognition of his outstanding contribution to the Australian Chapter over many years. This was announced at the AGM at Milawa, and I'm delighted to tell you all that Rory has accepted this honour.

As with all clubs some regeneration must occur, and Bruce Humphries has been our Treasurer now for about 15 years and is giving serious thought to retiring from

this role if an acceptable replacement can be found. Could I ask all members to consider if they might be able to assist? We all are busy, but it's important to contribute to the wellbeing of our Club or fantastic events like our National Rallies will share the same fate as the Dodo.

Next year I am hoping to have my Phantom III back on the road. Those of you who were at the Hahndorf Federal Rally earlier this year might have noticed my Hooper bodied limousine, in fact it was easy to find with the trail of smoke that was being burnt! In fact I was getting very tired of pulling into the petrol station and saying 'fill up the oil and check the petrol....'. Yes, I hear many of you quaking at the thought of serious mechanical work on such a legendary car engine and I have had to brief the bank manager regarding my intention. I'm certainly hoping for the best, but many friends have advised me to plan for the worst – in any event I shall let you all know.

Please have a wonderful Christmas and New Year everyone and please drive those beautiful cars.

Michael Henningsen,

Chairman

Editorial

As you would expect, this issue is full of the National tour at Milawa. Mick Matheson and Murray Stack are very handy with a camera and the wonderful photographic record is thanks to their combined efforts. I also thank Carol van der Pennen for supplying photos and, of course, David Davis for his view on the whole tour which was clearly hugely successful. In the wrap up we had 38 pre-war Rolls-Royce vehicles and 80 people on the rally from most parts of Australia which underscores the continuing strength and popularity of these tours. And you will note we have more planned for 2024 so please check out the Events Page.

Steve Stuckey's comprehensive series on the Phantom III Rolls-Royce that came to Australia continues, and what is particularly pleasing to see is the interesting articles on two of them that are undergoing restoration at present. One is a rebuild and recommissioning by member Jeff McAlister who recently returned one of these to Australia, and the other a more comprehensive reconstruction and a different interpretation of 1930s coachwork on a Phantom III by a very talented coachbuilder in Canberra. I hope you enjoy these articles.

Ian Berg, Editor

Rory Poland Awarded Honorary Vice-Presidency

Michael Henningsen

Rory Poland has just stepped down as Chairman after almost 30 years of involvement with the Australian Chapter of the 20-Ghost Club.

He has been a considered, generous, diligent and well-respected member and Chairman and is considered the definitive 'go to' person in relation to the pre-war models of our marque within Australia.

Rory's passion for vintage and veteran automobiles started relatively early as an adolescent when, together with his brother, he became involved with early 20th century vehicles.

His first veteran car was an American Veteran, a 1912 Flanders which he purchased in 1958 with a two-seater body which he eventually had remodelled in Adelaide in the early 1970s when his two children arrived. Vintage and Veteran motoring was a family affair with his wife Lizzie and the children as stalwart companions in their open tourers in whatever weather conditions this wide brown land delivered.

Rory and his brother quite early in their veteran vehicle journey were custodians of a rebodied 20hp GH21 but subsequently along the way there were a few others, a 1921 Bianchi, a 1935 Morris 25 and a 1951 Alvis. All these vehicles were sold in 1985 when Rory purchased from Australian Chapter member the late Peter Crawford, Silver Ghost 8CE, a 1921 model which he restored over six years following its rebodging with a handsome Bradbury tourer body.

In 1998 after selling 8CE, he purchased 1937 25/30 GR04, a delightful car with a Martin and King saloon body which he mechanically rebuilt and restored and which has subsequently become a serial concours winner.

In addition to his many enduring personal attributes he is an extremely skilful event organiser and has been responsible for a multitude of famous rallies and meetings with both the 20-Ghost Club Australian Chapter and the Rolls-Royce Owners' Club of Australia. Some of these events have almost acquired legendary status with lobster luncheons, grand buffets and dinners which produce a virtual cornucopia of culinary delights not to mention the finest wine.

At the Final Presentation Dinner of the Rolls-Royce Owners' Club of Australia in 2022 at Old Parliament House in Canberra, Rory Poland was conferred Honorary Life Membership of the Rolls-Royce Owners' Club of Australia in recognition of his exemplary service to the National Club, an honour not often awarded. His citation reading in part that he had been 'A Man for all Seasons' during his 36-year membership of the South Australian and National Associations.

He has nurtured exceptional camaraderie within the 20-Ghost Club during his Chairmanship and has, by his sage leadership, considerably strengthened the Australian Chapter of the 20-Ghost Club.

In recognition of Rory's immense commitment to the Australian Chapter of the club over many years, the Committee of the 20-Ghost Club Limited proposed that Rory become an Honorary Vice-President of the club. This was unanimously supported by the Committee of the Australian Chapter, and at our Annual General Meeting in Milawa the announcement was made to a rather surprised recipient. Rory now deservedly joins the small number of Honorary Vice-Presidents, who are people who have made an outstanding contribution, either to the Club or to the Rolls-Royce marque over an extended period.



Rory's 20/25 on the Milawa tour. Rory was chauffeured on this day by our new Chairman Michael Henningsen.

Phantom III 3BT171 - A Rolls-Royce Fitted With Four Bodies

Steve Stuckey



3BT171 photographed at the Ascot races, June 1938, with Lady Zia Wernher at the right. The only known photograph of the car when new.



The original body cut down to a tourer, in the UK, in the 1960s.

In July, Ian Berg was in touch with me to say that via Facebook he had discovered that there was a Phantom III, chassis 3BT171, being rebodied in Canberra. Now, a 'new' Phantom III in my hometown was enough to get me excited. But, before its latest history, its story up to 2023 can be told.

I told a brief history of this interesting car in the 20-Ghost Gazette #16, Autumn 2023. A more detailed history is as follows: Sent off test from Derby on 1 May 1937, the chassis was fitted with engine U78H which during construction had its steering changed from the standard, middle E rake to F rake, with a steering column two inches longer than normal. This presumably was made to fit the stature of the chauffeur. Otherwise, the chassis was a standard mid-1937 example, set up for use in the UK with seating for four or five, and a maximum of 4cwt of luggage. On 2nd of May the chassis was despatched by lorry from the London depot at Lillie Hall to coachbuilders Barker & Co Ltd.

The chassis was fitted with a 4-light limousine body, with a spare wheel to each side. Registered EGJ 40, it was delivered in late September 1937 to its first owner, Colonel Sir Harold Augustus Wernher. Sir Harold lived at Someries House, Regents Park, London; he was born on 16 January 1893 and in 1917 married Countess Anastasia de Torby, daughter of the late Grand Duke Michael of Russia (as Lady Zia in 1917 she was raised to the status of an Earl's daughter). He was a racehorse owner, and she an art collector. He was Chairman of Electrolux Ltd, heir to a South African mining fortune and succeeded his brother as Baronet in 1948. His mother, Baroness Ludlow by her second marriage, owned Phantom III 3CM121. Sir Harold was a good customer of Rolls-Royce, he and his wife having owned four Silver Ghosts new, one (a shooting brake) second hand, as well as a Twenty, a New Phantom, a Phantom II and a 20/25hp.

It can be assumed that 3BT171 was laid up during the war, and it was owned by a J Piper in 1948, and then next known in 1951 when it featured in the movie 'London Entertains', ferrying visitors to the Festival of Britain. In October 1955 the car was sent to Rolls-Royce, who considered it to be a write-off possibly due to an accident, but it was repaired after spares were supplied after intervention by Rolls-Royce management.



The Kalliope organ carrier body in the USA, 1970s.



The car as a drophead coupe with dicky when owned by Graeme Hutson.



The body with the rear section removed.



The rear boat tail of the new body. The offside is being completed, and then the onside will be duplicated by computer scanning. Note the remains of the third body outside the workshop.

In May 1961, 3BT171 was advertised by Halfway Garages in Motor Sport, described as '1937 Barker limousine, reg. EGJ 40. Poor engine, good chassis and body. £395'. Relatively soon after however, the car was photographed as a tourer, its roof having clearly just been removed. It may have been at this time that the V12 engine was removed (it is now in Experimental chassis 36EX) and a B-80 straight eight fitted by MW Batchelor & Co.

In 1964 the Phantom III was in the extensive collection of James Leake in Ohio, USA and in his ownership it was shipped to the UK after an accident where the body was converted to a kind of utility body into which was fitted a Kalliope wind organ, a body built by Antique Automobiles; this body was later modified to be a drophead coupe with dickey by IR Springate Co in Kent in the mid-1970s. It was advertised in the USA in February 1992 and brought to Australia to be owned by John Ould. In 1994 Graeme Hutson on the Mornington Peninsular owned the car, registered RR 0037 (Vic).

Relatively recently, 3BT171 was sold to another Mornington Peninsular collector, and he had the chassis shipped to Bespoke Coach Works in Fyshwick, ACT. This small outfit makes made-to-order bodies (there was one completed for a Cord when I visited) and are in the process of making the fourth body to go onto this chassis, all handmade, all aluminium. The design of the body is constrained by the height of the scuttle, and the car when delivered to Canberra still had its original Barker front wings and doors, as well as the Rolls-Royce-supplied bonnet. The front wings of the car are being remade with a lower profile and the rear will be a boattail. It is certain to be a stunning-looking car with its fourth body: from 4-light limousine to a cut-down four-door tourer to a two-door utility come drophead coupe to a sleek two-door two-seater. We all look forward to seeing this fascinating PIII on the road.



The general lines of the Bespoke Coach Works speedster body.

Milawa 23 – The View From A Twenty

David Davis, With photos from Mick Matheson, Murray Stack, Carol van der Pennan and aerial shots courtesy of Goldrush Ballooning who operate tourist flights in the King Valley.



The welcome reception at the Lancemore was a lively affair.

We three Twentysts, Richard Jones, Geoff Harrison and I, together with Mikki, Clare and John Lenehan drove 83K5, GPK42 and 42G1 from Sydney to Milawa taking three days there and back which together with the 6 days in Milawa, totaled 12 days in the cars.

Meeting in Mittagong for lunch, we inspected the Antique Centre there which unfortunately is closing. Everyone has bought stuff there, over many years. Spending the night at Goulburn we drove through Yass to the Burley Griffin Highway through windy but fine weather. While the canola had not bloomed as yet the countryside was so green following the recent exceptional rains. There were lots of sheep and cattle about. We caught up with Tony Strachan in the newly restored and overdrive fitted GNK50 as well as John and Liz Milverton in GHA11 at the motel in Junee. All joined for a glass of Champagne to celebrate Clare and my Anniversary. Sunday was fine but windy and the long steep hill requiring first gear outside Junee was a bit of a shock so early in the morning! Again, everywhere was so green with lots of sheep and cattle. The strong wind and rough surfaces didn't help the fuel consumption and perhaps can be blamed for both the Jones' and my car's involuntary stops at Wagga and Culcain respectively. In Richard's case, dirty fuel and in mine, the condenser wire slipped out of its push button.



The South Australian contingent also travelled in convoy to Milawa.

We arrived at Milawa in time for the Welcome drinks. The barbecue provided an opportunity to catch up with our fellow members. Monday involved a 100km run to the Mountain View Hotel at Whitfield for a ploughman's lunch. Dinner was at Remel 185 which was the re-invention of a former tobacco farm put out of business by Government decree. Mine host told us about tobacco farming and its demise in Australia which was new to most of us.



Arriving at the Pizzini Wine Cellar are Geoff Harrison and John Lenahan in the Twenty, and Ben Stafford and Kathleen Lackey in the Phantom I.



Ben Stafford explaining to Richard Jones that a Phantom I is more powerful than a Twenty. Richard appears sceptical.



David and Diana Berthon's 1928 Phantom I, 10FH.



The lineup at carpark at Pizzini Wines at Whitfield. The lead car is Julian and Cheryl Walter's Phantom II, 86PY.



Pizzini wines had an outdoor chessboard, well appreciated by the Maden family.



Lunch was held at the Mountain View hotel in Whitfield, a small town in King's Valley. From left: John Lenahan, Geoff Harrison, Mark Roberts, Catrina Kiel, Adrian Akhurst, Diana Provis, Mikki & Richard Jones.



Denis Deasey's newly painted Silver Ghost was looking pristine. The colour is velvet green over Brewster green.



The Plough Inn at Tarrawingee was our venue for the Tuesday evening.



Yackandandah is a delightful historic town and has a great bakery as confirmed by George Blenkhorn, Christine Stack, Carol Kennett, Sue Blenkhorn and Anthony James.



At the table at Remu 185, from right, are Marie & David Furness, Rory Poland, Maureen Gannon. Remu 185 is a quirky dining place, formerly a tobacco farm.



David Phillips and Fenella Stibbard's 1920 Silver Ghost 15CW at the Milawa car park.



John Wagstaff attending to Silver Ghost 32LM 'Reg' while Ben Stafford looks on.

Tuesday was the longest drive to the Harvest Home Hotel at Avenal, paralleling the Highway through flat green country with interest all the way. Lunch included anti pasta and finger food. Tony Strachan alleged that GNK50 attained 23mpg along the Freeway back to Milawa, I responded that 42G1 attained 20mpg without the benefit of overdrive! Dinner was outdoors at the Plough Inn at Tarrawingee including a selection of chicken and lamb salads with pavlova to finish. A kelpie kept us amused as it sped around keeping fit, of course coming up for tid bits toward the end of the meal.

Wednesday departure at 10am was for Beechworth and Yackandandah, both of great interest, the latter somewhat changed since Covid with fewer antique stores. The Pie Shop was popular. Beechworth is still, perhaps, the most intact 19th century town? Again, the countryside was so green with spectacular vistas of the valleys from the crest of the several steep hills requiring the use of the lower gear! A Bailey Bridge - single lane - provided excitement as the lateral planks rattled under the weight of the cars. All rivers and creeks were full to overflowing following the recent rains and melting snow. Dinner was at the Gateway Hotel at Wangaratta - pasta followed by fish or beef.



The tables inside the Stanley pub were swarming with Club members.



The street outside the Stanley pub was also swarming with early Rolls-Royces.



The Phantom II of the Walters looked the part on the rural roads of the High Country.



Neil and Glenys Walker in the 1920 Silver Ghost, equal oldest car on the rally.



The Phantom II of Andrew and Margaret Bayley.



Peter Jordan-Hill in the 1937 Wraith.



Robert and Anne Banks-Smith Silver Ghost leaving the Lancemore Hotel.



Dining at the hotel at Avenal are Robert and Anne Banks-Smith, James Baxter, Peter Jordan-Hill and Noel Baker.



The Twenty of Tony Strachan and the Roberts Silver Ghost outside the historic hotel lunch stop at Avenal.



Avenal was busy with proper vehicles.



Outside the hotel at Avenal.



The 20/25 of John and Liz Milverton at Beechworth.



A row of Twentys at the Milawa car park.



Louise and Neil Matthews with Peter Jordan-Hill and Peter McBeth at the Beechworth Bakery.



The cars created a lot of interest with the locals. Murray and Christine Stack's 25/30 at Yackandandah.



Some basic maintenance and cleaning at the Milawa car park for Tim Roberts.



The car park at Milawa was always busy.



An aerial view of the car park.



Bruce and Mary Humphries on the road in the Wraith.



A drone's eye view of the Eldorado Dredge.



A group photo was taken on the last day of the rally.



Again, departure at 10am on Thursday through Eldorado. To see there is the Eldorado Gold and Tin Dredge which is an abandoned (1954) mechanical dredge of mammoth proportions, quietly rusting away, sitting in its original pond. Then onto to the Stanley Pub through green vistas likely not to be seen again for years. Lunch included platters of sweet meats, whitebait and salads. The attached shop had interesting foods and local wine. It was great to see an historic pub being put to well patronized current use. The trip back to Milawa involved a long steep switchback descent requiring use of the lower gear combined with the handbrake on a notch or two with occasional resort to the foot brake, all part of conducting a 2-wheel brake Twenty! Again, the scenery was breathtaking.

Friday was a free morning, and some went to the nearby Cheese Factory and/or wineries. At 2pm, the slow races for Twentys were held. There was some comment as to why other cars were not invited. The slow race was introduced by Twenty owners in the 1960s, to demonstrate that our cars do have some advantages including travelling very slowly. All engines are the same and nearly all have a 11x50 diff ratio so can race, slowly, on an equal footing. That is not the case for other models. This year, with more space, four cars raced together, the driver required to exit the car within 10 metres of the start. There were two heats, the slowest two from the earlier races competing in a third race which was won by Geoff Harrison in GPK42, having avoided stalling as did prior experts Rod Hanson in GAK76 and Tony Strachan in GNK50. A marvelous spectacle enjoyed by all. The races were followed by a photo shot of all the cars displayed in a large horseshoe arrangement on the beautiful grounds.



The Jones' Twenty being followed by Mark and Catrina's Twenty.



Adrian Ackhurst and Diana Provan in the Silver Ghost.



John and Carol McQuay in the 25/30.



Tim and Ruth Roberts in the Silver Ghost.



Michael and Maureen Gannon in the Phantom II.



Mick Matheson with his 1924 Silver Ghost. Many of the photos are courtesy of Mick who is also the editor of Praelcarum.



The Madens together with the big Phantoms in a face-off.



Three generations of the Maden family were on tour: Alan, Kay, Leigh, Megan and the children William and Jensen.



The slow race of the Twentys showing Richard Jones and Geoff Harrison, Geoff being the winner after the final 'race'.



The first heat of the Twenty slow race.



The photographic lineup at Milawa, with all cars present and accounted for.



James Baxter's 25/30 departing the carpark at Milawa.



Mark Roberts decided to let the car drive itself during the slow-race. Oops - it stalled!

At 6pm the Annual General Meeting for 2023 was held which is the subject of a separate report and was followed by the final dinner at which retiring Chairman Rory Poland was appointed as a Honorary Life Member.

Breakfast on Saturday was the time to say goodbye and set out on our return to Sydney again breaking the journey at Junee and Goulburn. The countryside was still very green but was drying out. Saturday was very trying in a temperature of 35 degrees, bumpy roads and a strong westerly wind. Sunday was cooler with lunch at Harden, where we caught up with a Bristol Club Tour

to Griffith. On the advice of Tony Strachan, we took the picturesque route via Boorowa on a perfect surface to the Lachlan Highway, where the crowd returning from the Temora Air Show didn't show much respect for old cars.

The drive from Goulburn to the City on the Motorway, including a stop for morning coffee at Mittagong, was efficient with moderate traffic. So ended a very enjoyable motoring holiday, possibly with a bit too much motoring but lots of fellowship with a likeminded membership.



A well-attended Annual General Meeting.



Bruce Humphries, Rory Poland and Ian Berg at the head table of the Annual General Meeting.



Final dinner cocktails with Janice Baker, George and Sue Blenkhorn, Christine Stack and Noel Baker.



Byron Dobson, Glenys and Neil Walker and Audrey Dobson.



Robert and Anne Banks-Smith with Andrew Bayley.



John Lenehan, Geoff Harrison, Carol van der Pennen, Bob Roberts.



Some negotiations between Ken Russell and the Berthons.



The final dinner at Lancemore.



New members Marnie Roberts and Bruce Paton head the table with Ben Stafford, Kathleen Lakey, Janice and Noel Baker.



The slow race winner was Geoff Harrison and Michael Henningsen presented his award.



Right: Michael Henningsen announced the Honorary VP award and presented a gift on behalf of the Club to Rory Poland,



A photograph taken over the Lancemore Milawa by Goldfields Balloon company who were also staying at the resort.



A view from above. Photo courtesy of Goldfields Balloon company.



Tony Strachan cruising in his lovely 1925 Twenty with coachwork by Park Ward.

Below: Goldfields balloon company were active at Milawa when we were there.



Entry List - Milawa

Surname	First Name	Partner/Guest	Year	Model	Chassis
Ackhurst	Adrian	Diana Provis	1921	Silver Ghost	76JG
Baker	Noel	Janis	1928	20hp	GTM10
Banks-Smith	Robert	Anne	1922	Silver Ghost	6PG
Baxter	James		1937	25/30hp	GRO54
Bayley	Andrew	Margaret	1929	Phantom II	98WJ
Berg	Ian	Sue	1921	Silver Ghost	62JG
Berthon	David	Diana	1928	Phantom I	10FH
Blenkhorn	George	Sue	1936	25/30	GGM10
Davis	David	Clare	1922	20hp	42G1
Deasey	Denis		1925	Silver Ghost	12ZEU
Dobson	Byron	Audrey		Modern	
Furniss	David	Marie		Modern	
Gannon	Michael	Maureen	1934	Phantom II	SK80
Hanson	Rod	Bambi	1924	20hp	GAK76
Harrison	Geoff	John and Sue Lenehan	1925	20hp	GPK42
Henningsen	Michael			Modern	
Humphries	Bruce	Mary	1928	Wraith	WHC36
James	Anthony	Carol Kennett	1927	Modern	
Jones	Richard	Mikki	1923	20hp	83K5
Jordan-Hill	Peter		1934	20/25	GYD29
Maden	Alan	Kay	1925	Phantom I	89HC
Maden	Leigh	Megan & children	1933	Phantom II	112PY
Matheson	Mick		1924	Silver Ghost	64EU
Matthews	Neil	Louise	1924	Modern	
McBeth	Peter	Barbara	1925	20hp	GOK69
McQuay	John	Carolyn	1937	25/30	GMP12
Milverton	John	Liz	1933	20/25	GHA11
Phillips	David	Fenella Stibbard	1920	Silver Ghost	15CW
Poland	Rory		1937	25/30	GR04
Reis	John	Helen	1927	Phantom I	44EF
Roberts	Bob			Modern	
Roberts	Mark	Catrina Kiel	1925	20hp	GSK49
Roberts	Marnie	Bruce Paton		Modern	
Roberts	Tim	Ruth	1922	Silver Ghost	70SG
Rolls	Russell	Heather		Modern	
Russell	Ken		1923	Modern	
Shenfield	Richard	Wendy	1938	Modern	
Stack	Murray	Christine	1938	25/30	GGR45
Stafford	Ben	Kathleen Lakey	1925	Phantom I	21RC
Strachan	Tony		1925	20hp	GNK50
van der Pennen	Carol		1937	25/30	GUN26
Wagstaff	John	Wendy	1924	Silver Ghost	32LM
Walker	Neil	Glenys	1920	Silver Ghost	154BW
Walter	Julian	Cheryl	1934	Phantom II	86PY
Wayman	Greg		1928	20hp	GYL74

Bringing Back a PIII – the Story of 3DL108

Jeff McAlister

My introduction to Rolls-Royce come about as a joking comment really. I once had a marvellous collection of motorcycles; 16 in all dating back to 1904 including Brough Superior, Vincent, and a Swastika to name a few. Before I got married, I decided to thin out the herd as it was a very time-consuming hobby. I needed to devote time to my new wife and not an old bike. Time come to part with one of my favourites a 1927 Matchless M3S I restored. I won many trophies with this bike, and it was much loved in the vintage bike scene. As this was special to me, I decided to use the funds on something we both could enjoy. I asked Crystal what it was she would like for a wedding gift? Jokingly, (I think) she replied, a Rolls-Royce would be nice. Mmmm... Ok then.

I had a look on *Carsales*, and to my surprise there was a vintage Rolls Royce on offer. A1923 20hp. I knew nothing about these cars at all, but I could see potential as the car was a lovely coupe. Mechanicals where never a problem for me and fortunately it was mostly original and complete. Off we went to rural Victoria and purchased our first Rolls-Royce, the 1923 chassis 77A5 with body by Martin & King. I have done all the work on this car myself except for the new wheels. It was an Australian delivered car with an Australian built body. I am the third owner to drive it.

It was, however, on the 28th of March 2021 I bought the car that is the subject of this article, a 1938 Rolls-Royce Phantom III, 3DL108.

I fell in love with these PIII's the first time I ever saw one with their beautiful V12 alloy engine, very advanced for that time. I have had an interest in vintage cars since childhood and have restored several in the past starting with an FJ utility at the age of 21. It won best of show at the annual all Holden day in Sydney and was featured in a doco on the ABC. Most recently I have conducted a passive/running restoration on the 20hp - not a show winner, but I can drive it anywhere with confidence.

Back to March 2021.

I noticed an auction advertised on *PrewarCars* to be held in Paris, France in March of 2021. The auction was made up of one man's collection of cars, Mr Vittorio Perrota. There were around a dozen Rolls-Royce cars ranging from a 20hp through to a Silver Shadow and many others including a Bentley, a Cord and a Ferrari. All in varied condition. My interest was only in the Phantom III.

It had my most favoured body style a Park Ward razor edge sport saloon with division, for the most part a driver's car. After a check on its history, I found it was in Australia for a good part of its life and owned by Bill Fagan of New South Wales. Now I was really interested. One major problem, we were smack bang in the middle of Covid! I wasn't at all possible to travel more than 5km let alone to Paris.



Jeff's 20hp chassis 77A5 when first acquired from Victoria.



The car as photographed in Queensland some years ago.



3DL108 at Mandurama (photo courtesy Ian Irwin)



As pictured in the auction in Paris.

I spent hours looking for the history of the car and checking the auction photographs for correctness and condition. I still had to rely on the valuer mostly for the condition of difficult to see components. This bloke knew nothing about Vintage Rolls-Royce cars and led me to believe, amongst other things, the Phantom III had a sunroof. Excellent I thought! There was never any mention of the corrosion associated with the engine, and the pictures I was given never showed it.

After lengthy discussion with my Crystal, we decided to register for phone bidding on the day of the auction in Paris. This was about 1.30am for us but hey nothing a few Wild Turkeys couldn't solve. Auction day, night for us. Made sure the phone had full power and the fridge was stocked. I probably opened the fridge a little too early. The phone rings at about 2:30am and a young lady with a gorgeous French accent introduces herself as Pauline. She was my bidding agent. Pauline, Crystal and I chatted a little, then our lot was up. Bidding started at a low 10k Euro and with not many bidding, we waited for the second call at 40k and dropped one in hoping to win. Not to be. I told Pauline I was out, as any more was risky having not seen the car. My wife had other ideas, it was the day prior to her birthday, and she insisted I bid a little more. I did and our next two bids won it. Thank you, Pauline. Bedtime for us. This was to be the beginning of our Phantom III nightmare!

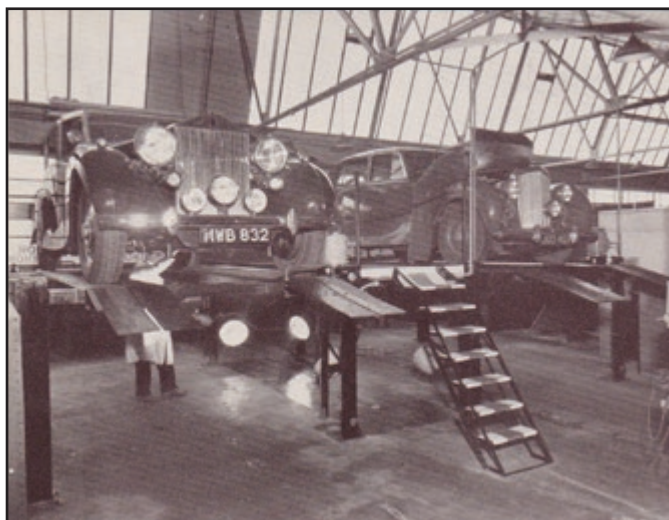
The car now needs to be collected so with the help of the auction house the car is placed into storage at a cost of 200 euro a day, very reasonable I'm told for under cover storage in Paris. I arranged for collection one week later allowing time for the money transfer. This is when I'm told of the asbestos laws and regulations in Australia regarding the import of vintage cars. Wait, what!

Ok, I can deal with this. I'll send the car to a professional restorer, have the asbestos removed, and I might as well have the car recommissioned so it's all nice and running when we get back. Yeah, right! Not in France, too difficult with the language barrier or not possible due to workload.

After many phone calls, it was decided to send it to Jonathan Wood in the UK. Great, all sorted. Well not really, there is this ministry in France called the Ministry of Culture. Now this ministry oversees all types of goods, vintage and antique that are sold outside of France. They are the ones who can allow or disallow items to leave the country. In my case it may be allowed but I must get written permission from the ministry authorising its export. It's the middle of Covid, everyone in France is in lockdown and the Ministry of Culture is empty! And I'm paying 200 euro a day storage. It took six months to get permission for my car to leave France.

Nightmare part Two.

Finally, the Phantom III is in the United Kingdom and awaiting a comprehensive report From Jonathan Wood regarding its condition. Jonathan Wood took 12 months to remove the asbestos. This was a small amount of lagging on the exhaust as most had already been replaced. Exhaust manifolds, carburettor gaskets and brake shoes. This cost me just over 50k AUD. Yep 50k.



The Phantom III was on a hoist at Jack Barclay's Garage service centre. The photo was from a brochure they provided to customers in June 1951.



Significant corrosion was evident under the bonnet.



The new engine block as purchased from the USA.



This photograph was from the auction catalogue.

While the car was in the UK, I managed to obtain two brand new cylinder heads and a new float bowl for the carburettor plus many other needed items, enough to fill the car for its return trip. 18 months on its now Christmas 2022, and our car is finally home again.

Based on the report supplied by Jonathan Woods I needed a new engine block. This is a common problem for the PIII I found out. Unfortunately, engine blocks for PIII's aren't exactly falling from the trees. Whilst waiting for the car I ended up tracking one down in the USA and after some lengthy negotiation I acquired a bare second-hand block with cam. On its arrival I proceeded to get to work on it and have it prepared and ready for swap over. Part of this preparation involved removal of the cylinder head studs. Much has been written on

this task and let me say, it's all true. I placed a post on Facebook related to removing the head studs and was contacted by a fellow in the US. He had in his possession a brand-new block made in 2015 by a company called Phantom Engineering. Would you be interested he asked?

Was I ever, they only made 20 of these blocks and they all sold very quickly. This one was one of two he purchased but never used and still in its original crate. Wow. Again, after lengthy negotiation it is now mine, and I can now see a path to getting this wonderful PIII back on the road.

To be continued

120 Years of the RAC

David Berthon

In early November, around 25 collector cars braved wet conditions to celebrate the 120th Anniversary of the The Royal Automobile Club of Australia at Government House, Sydney in the presence of the 39th Governor of NSW, the Honourable Margaret Beasley ACKC. Entertainment was provided by two jazz ensembles from the Royal Australian Navy Band. Fortunately, the weather improved towards the middle of the day and amongst the selection of cars attending was the Governor with the ex-Government Rolls-Royce Phantom 6 Saloon, a 1929 111WJ Phantom II owned by Paul Lukes, a 1937 Hooper bodied 25/30, chassis GGM22 owned by Charlie Frew and my own Phantom I from 1928 chassis 10FH.



David speaking with the Governor of New South Wales, the Hon Margaret Beasley.



The 20/25 of Charlie Frew carries Hooper coachwork.



Phantom II, chassis 111WJ with replica tourer body by George Williams. It was originally a Connellan Airways car from Alice Springs.

Phantom III Cars in Australia between 1936 and 2021 - Part 11

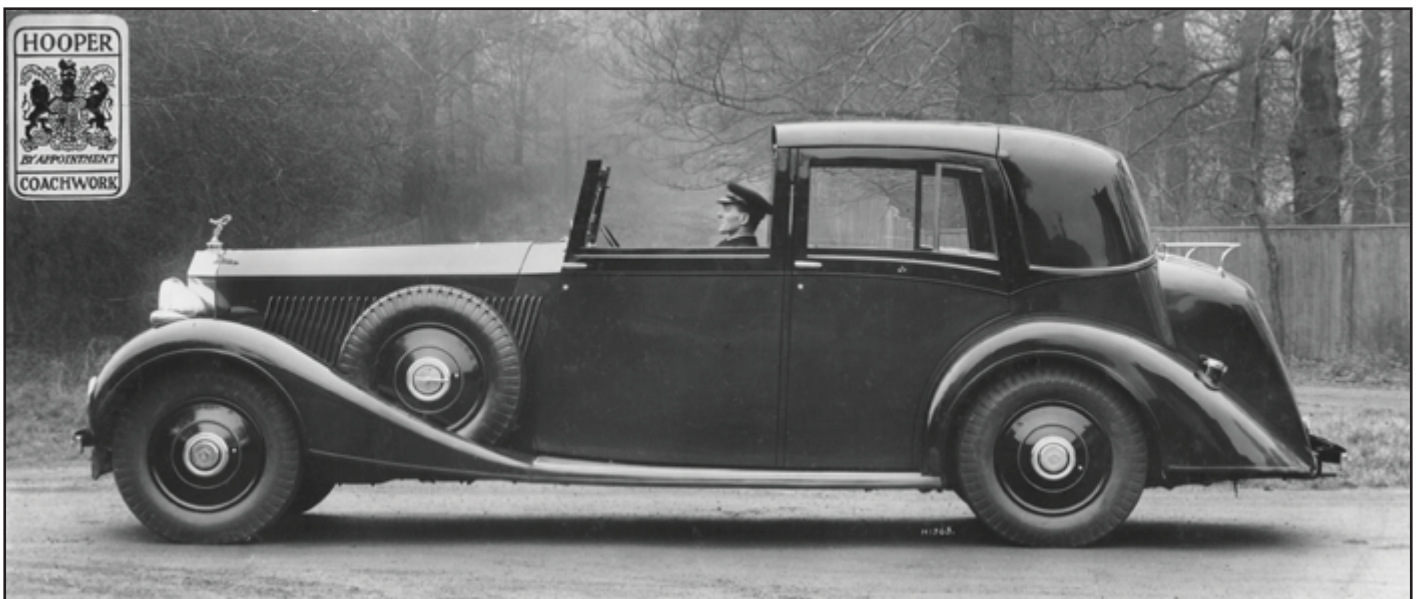
Steve Stuckey

Steve continues with part 11 of the Australian Phantom III Rolls-Royces.

No. 41, Chassis 3AX49, in Australia from September 2022 to now

The most recent Phantom III to come to Australia is this Hooper sedanca de ville, imported from Japan, where it had been resident since 1993. The chassis left the Derby factory on 9 November 1936, and was sent to Hooper & Co. for the fitting of one of those patented "alligator-head" de ville openings, where the rear section of the roof rose to allow the front section to be wound back. This body, Hooper's number 8696, was a design unique to this chassis. On 12 January 1937 the car was delivered to Alexandra Mary Hilda Cadogan (1900-1961), the daughter of Viscount Chelsea. In 1920 she married John Spencer-Churchill, the 10th Duke of Marlborough (1897-1972); she was aunt to Winston Churchill. The car was usually garaged at the stunning Blenheim Palace in Oxfordshire. 3AX49 was used in

Hooper's 1937 catalogue and also in the coachbuilder's advertising campaign in society magazines. The Duchess retained it until 1959, and in 1970 it was sold to the USA before returning to the UK in 1989. Anthony James brought the car to Australia in 2022.



The Hooper advertisement for 3AX49 is from 'The Illustrated London News' of June 19, 1937.



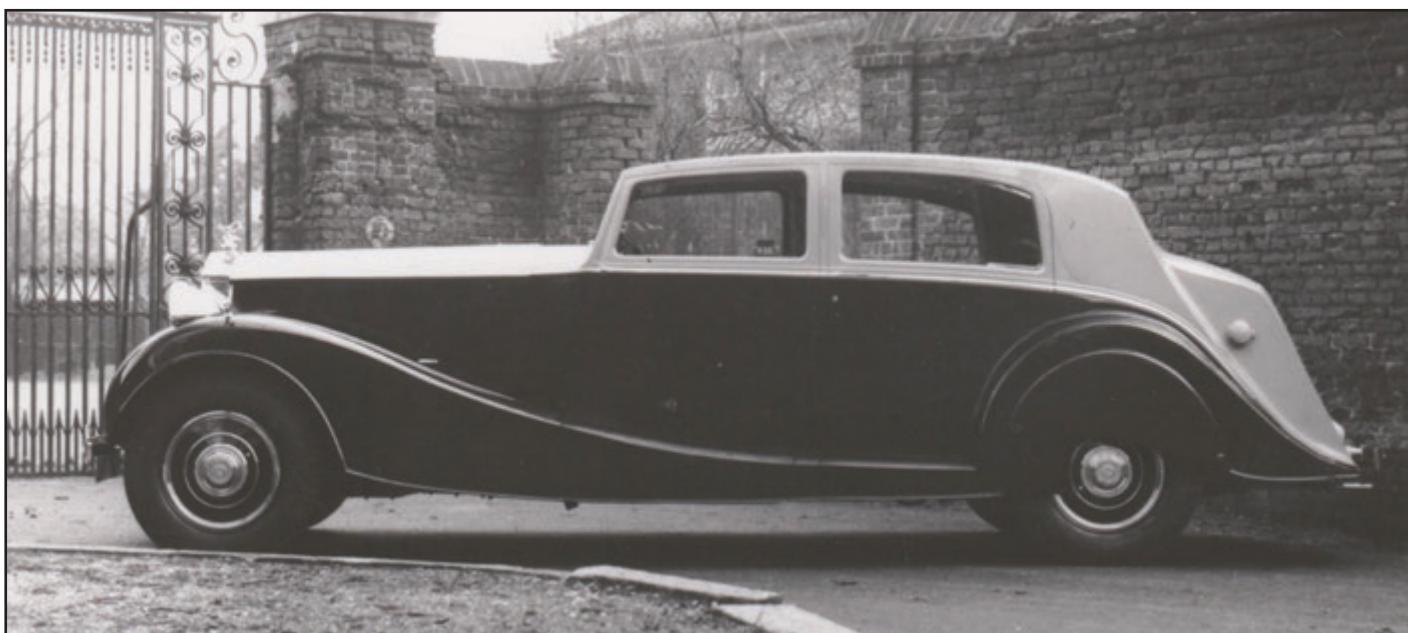
Anthony James was intent on bringing 3AX49 to Milawa. Unfortunately a generator problem prevented this.

The following is an update on 3DL108. Please refer also to Jeff Mcallister's article on page 26.

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

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

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



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

Chairman's Annual Report

Report by Rory Poland as delivered at the Annual General Meeting on October 20th, Milawa.

Welcome to the 17th Annual General meeting of the Club. I was appointed Chairman three years ago following the untimely death of Peter Crauford to provide continuity. I had previously been Chairman for seven years following Diana Jones so had a feeling for the ideas which gave rise to the Club in England, which is to drive and preserve pre World War Two Rolls-Royce motor cars as well as enjoy the company of like-minded people. In short, the Australian Chapter is a self-governing section of the 20-Ghost Club and as such is part of a specialist one make club. The vehicle restriction does give rise to tensions, but the reality is that if such restrictions were relaxed, our cars would never leave the shed. Clearly, at times they take an effort not only to prepare for a tour, but also can be a handful to drive. But, we love using them!

While it was unexpected to take on the Chairmanship for a second term, I have enjoyed the involvement and I believe the Club is in safe hands and it is now time for me to step down and let others take it into the future.

The Club is currently in a very healthy position with some 146 members of which 42 plus partners are present here at Milawa National Tour, similar to the attendance at last year's tour at Mt Gambier.

Our membership of 146 (plus partners) is spread throughout Australia with 42% in Victoria, 25% in New South Wales, 14% in South Australia, 10% in Queensland and 9% in Western Australia. All states are represented as well as three members in New Zealand including Adrian Garrett who has been a member the longest. A further three enquiries are on hand from New Zealand for membership, all with Silver Ghosts. It has to be said that while the strength has been in Victoria, activities organised by other members in the other states are desirable to retain interest. The Club is in a sound financial position and is nearly at the membership maximum.

The strength of the Australian Chapter is in our few but quality events and continual communication in the weekly email newsletters and quarterly *20-Ghost Gazette* which I am sure you will all agree are world class. Recently a Facebook page was established by Mick Matheson for the Australian members with information on coming events. We have access to the English website as well as their *News and Record Magazine*.

The Club has a streamlined approach to management, having regard to the fact that membership is nationwide as is the committee. There are no monthly meetings, there are four committee meetings a year held online which have operated in a collegiate and friendly manner with enthusiastic members.

Our main event for the year is our National Tour. Mount Gambier last year was well attended with a record

number of 20hp cars which celebrated the centenary of the model. The Australian Chapter celebrated the occasion with a Souvenir book gifted to all members including the UK. There were Christmas lunches in Queensland, New South Wales, Victoria and South Australia all of which were very successful. A four-day tour was organised at Warrigal in Victoria and a three day tour to Bowral in New South Wales as well as mid-winter lunches in Victoria and South Australia. I do encourage members to assist in the organising of these events as well as our Annual National Tour including the 2024 tour which planning has already commenced.

I wish to also take this opportunity to thank Bruce Humphries and Ian Berg for the tremendous amount of work they have put in during the year in administration of the club and again Bruce Humphries and Noel Baker for their effort in this year's National Tour.

Finally, I thank the whole Committee for their input over the year and the members for supporting me as Chairman for these three years. I wish the incoming Committee all the best for the future and assure members that the Club is in good hands.

Club Trophies 2022/2023

The Club has four trophies awarded annually. For the period 1st July 2022 to 30th June 2023, the awards were made at the Milawa Annual General Meeting.

The Small Horsepower Trophy

This trophy is awarded to the owner of the small horsepower car which travels the greatest distance in the twelve months to June 30th. The trophy was awarded to John Rowney for the second year running with WXA68, 1938 Wraith (2756 miles).

The 40/50 Trophy

This trophy is awarded to the owner of the 40/50hp car which travels the greatest distance in the year and was awarded to Mick Matheson, 64EU 1925 Silver Ghost (4066 miles).

The Peter Crauford Trophy

This trophy has been named in honour of the late Chairman Peter Crauford. It is awarded annually to the owner of the car that travels the greatest distance in the subject year and achieves the greatest number of points by multiplying the distance travelled that year by the age of the car measured in years. This too was awarded to Mick Matheson, 64EU 1925 Silver Ghost.

The Founder's Trophy

This trophy is awarded on nomination by a member of the Club and as approved by the Committee to a person who has provided distinguished service to the Club in the specified period. This year it has been awarded to our out-going Chairman Rory Poland.



Traffic at the Eldorado dredge carpark was a fascinating stop on our National Tour (See page 8).