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ISSUE 16



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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For Sale and Wanted

FOR SALE

Six brand new Ensign tyres, tubes and rust bands never used. Size 650/700 X 19.

Cost ex Vintage Tyres in Melbourne \$4320, would take \$3500. Tyres are in Perth.

Contact: Malcolm Richardson

Mobile: 0419 799 297

Email: m.richardson@tsawa.com.au

FOR SALE

Six off 33 x 5 Blockley tyres for rim diameter 23" These tyres were purchased from Stuckey Tyres and put on 20HP GRK81 for the Melbourne - Canberra trip in January 2022.

Unfortunately they are too big for the car and I have just fitted another set of more appropriate size tyres.

So, if anyone is looking for a full set of near new Blockley tyres for their Ghost etc they can be purchased for \$350 each.

<https://www.blockleytyre.com/product/33-x-5>

Contact: Neil Matthews

Mobile: 0408 995 720

Email: neil@headingtonpark.com.au

Coming Events

March 19 - 22, 2023	Accompanying tour to RROC Federal Rally, Hahndorf The tour has overnight stops at Apollo Bay, Portland and Robe before arrival at Hahndorf.	Contact: John Rowney Phone: 0413 676 833 Email: johnrowney@bigpond.com
March 22-27, 2023	RROC Federal Rally, Hahndorf, South Australia	
June TBA	Luncheon South Australia	Contact: Rory Poland Phone: 0422 163 827 Email: polandonhigh@optusnet.com.au
October 15 - 21, 2023	2023 National tour, Milawa, Victoria Directors: Bruce Humphries Phone: 0407 545 037 Email: Bruce@Humphries.com Noel Baker Phone: 0428 597 994 Email: noelbaker@yahoo.com.au	

Know The History Of Your Car

John Stuttard

Over the last three years new members joining the Club have been requested to contact Sir John Stuttard with information about their car/s including the history. If the member doesn't possess the original Rolls-Royce chassis cards, then the Club has acquired the key chassis cards to enable the early history of a car to be documented. John has developed an online capability of searching the magazines of the various Rolls-Royce car clubs going back many decades and, working with other Rolls-Royce researchers and authors (eg Tom Clarke and John Fasal) and using published books, a detailed history of each car has been produced and agreed with the owner. The owner has then been given an electronic copy of these key original Rolls-Royce chassis cards, comprising the sales card, the build card and the despatch card which contain the basic historical information about the car. Over the last three years, descriptions of the history of around 200 cars have been prepared and are in the Club's database (part of the members' only section). The Club is thereby accumulating a detailed record of pre-War Rolls-Royce motor cars as part of our mission to preserve these heritage assets.

This facility has also been extended to existing members of the Club who are not fully aware of the history of their car/s. If you wish to learn more about your car, please contact John on johnstuttard@btinternet.com and he will help with the research, including providing you with the key original Rolls-Royce chassis cards, paid for by the Club.

Note: If you require a complete set of the chassis cards, for example for the purpose of a major mechanical rebuild, then these are available at £70 per set (less 50% for RREC or SHRMF members) from the RREC via records@rrec.org.uk

Watson

CHASSIS No. *575C* BODY. CHASSIS.

Works No. *H.P. 111/100* Drawing No. *111/100* Sale Price *£1850*

Engine No. *CM 65* Type *...* Makers *...* Date of Sale *11.12.21*

Off Test *19.2.21* D.I. Issued *...* Order No. *...* Date *...* Sold to *H. Watson*

Axle Ratio *44/11* Despatched *...* Int. S.F. *...* Int. K.N. *...* *Rebate*

TYRES *Double Straight* Colours *for 6. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.*

Front *3 3/4 x 6* Upholstery *Yarn, Ring, Briston*

Back *3 3/4 x 6* Upholstery *Yarn, Ring, Briston*

Date of Order *9.2.21* No. *78308* Coachbuilders Instructed *...* For delivery *...*

CAR ORDER FORM No. *...* DRAWING BOOK No. *...*

DEPOSIT PAID *...* DATE *...*

BALANCE OF CHASSIS PRICE PAID *£1621 17 6* DATE *27.2.21*

BALANCE OF CAR PRICE PAID *...* DATE *...*

CHASSIS DELIVERED ON *1.3.21* TO *Watson* BY *...*

CAR DELIVERED ON *...* TO *...* BY *...*

INVOICE No. *...* DATE *...* TOTAL *£1621 17 6*

Rebate No. *3257* 30. Oct.

ERECTION PARTICULARS DATED *19.12.21* FROM *Watson* ERECTION SHEET *2495*

COACHBUILDER'S DRAWING SENT *Watson* ON *29.12.21*

INSTRUCTION BOOK SENT *Watson* ON *30.12.21*

STEERING COLUMN *D* LEVERS *...* FITTINGS *...*

WHEELBASE	RADIATOR SHUTTERS	Order No.	£	s	d	Invoice Folio
<i>Long</i>	<i>White metal</i>	<i>7688</i>	<i>50</i>	<i>-</i>	<i>-</i>	<i>225</i>
<i>Springs for a Barker open touring body weighing approx 9/10 25</i>						
<i>rearing 176 usually 83</i>						
<i>max luggage 1000 average nil</i>						
<i>one extra spare wheel without axle 35/6888</i>						
<i>Side lamps on scullie</i>						
<i>Looks to be correct</i>						
		<i>10276888</i>	<i>2</i>	<i>13</i>	<i>61</i>	

ADVISED "W" OF DELIVERY

Front Cover:

Pictured on the magnificent roads in the Snowy Mountains is Silver Ghost chassis 64EU on the way to the 2022 National Rally at Mount Gambier. Well, that was the plan. See the story of what happened on page 10.

Chairman's Report

Following a very successful motoring event end to 2022, this year will commence with a three-day event to Warragul towards the end of February. This is a joint event with the RROC (VIC) and has approx. 40 participants. The Event has been organised by Ian Berg and Greg Wayman.

Following this event in March is the RROC Federal Rally in Hahndorf and we have 36, 20-Ghost members attending.

John Rowney has organised an Overlander via the Great Ocean Road for members who wish to join in on this scenic route to Hahndorf.

Our National Tour for this year will be in Milawa at the Lancemore Milawa Resort. The Club has 35 rooms block booked and members will be advised in early

April of the booking arrangements. Milawa and surrounding towns such as Myrtleford and Beechworth are excellent touring regions. The event will commence on Sunday October 15th to Saturday October 21st.

To further improve our communications to members we will be establishing a *Facebook* page for members use. Details will be provided shortly.

As previously advised, I welcome Michael Henningsen from South Australia to the Committee. Michael is the owner of a 1937 Phantom III.

Your Committee is currently working on more events for this year, and you will be advised shortly.

Rory Poland, Chairman

Editorial

James Baxter's article, opposite, about importing the 25/30hp Barker saloon is not only entertaining but a very good road map to help anybody navigate the challenges of importing a car into Australia. This is particularly so given the current regulations surrounding asbestos inspections. Importing the right car is still a proposition, you just have to be prepared to do the work and expect some speed bumps on the way.

Mick Matheson proves yet again that a Silver Ghost is a reliable touring car and the journey to last year's Mount Gambier rally is a great read even if he in fact did not make the event as it turned out. I understand that there are at least six Silver Ghosts expected at the RROC Federal Rally in Hahndorf in March. Given that the rally is being organised by our own Chairman Rory Poland and new Committee member (to be) Michael Henningsen, we should see a big emphasis on pre-war cars and this will be reported in the next edition of the *Gazette*. As this issue of the *Gazette* goes to print we have about 40 people and 18 cars on the Warragul rally and that too will feature in the next edition.

The *Gazette* is important for our Club, and I would appreciate more articles being contributed so it can be expanded. More historical or technical or restoration stories, such as the story of David Alsop's Twenty in this edition, would be great. Also, if you come across interesting material for our weekend emails please send them through so I can keep this communication topical and interesting.

Finally, I am aware that our book *Concerning the 20hp Rolls-Royce: 1922 - 2022* has now been issued to all members of not only our Club but also the full membership in the UK, and it has been received with thanks.

Ian Berg, Editor

These are the LAW!
SIX hand signals you should always use...

Road users! It is your responsibility - to use these hand signals! Failure to do so in an appropriate case is an offence punishable by fine. Your neglect may also affect your liability in the event of an accident. Make your intentions clear, early... give the **CORRECT HAND SIGNALS**... **BEFORE** you act!

Issued by the
QUEENSLAND ROAD SAFETY COUNCIL

Observe Road Safety Laws
FOR YOUR OWN SAFETY
AND FOR OTHERS

In the period when our cars were new, hand signals were used as indicators. It's just as well we are not reliant them now - who under the age of 50 would know what they meant?

Experiences Of Buying A Car On The Internet: Sheer Madness Or Not?

Dr James Baxter

This article sets out some of the experiences of buying a 25/30hp car online, and importing it to Australia. It is a very personal account, and I think fair to say that everyone's experience would differ. Is it an exercise for the faint-hearted? Probably not. Is it an exercise in stupidity? Well, maybe! In my case time will tell but, so far, the signs are good!

Early in 2022 I decided that as the pandemic showed signs of abating, it was time to get on with things, and to think seriously about the replacement for 40/50hp 97LK, even if it had not yet sold. A potential sale had fallen through and, if anything, the pandemic has taught me that there is no further time to lose. In hindsight probably fortuitously, I missed out on a 1934 20/25hp Gurney Nutting sports saloon at auction just before the Club's rally to Hamilton in April 2022. I believed it was in need of some significant work, but nevertheless had the potential to be a lovely car again. It was not, however, one of the exotic creations that its builders were later known for and I knew when it was time to pull out of bidding and let my opponent have it. The time away on the rally gave me the opportunity to further observe, question and reach some conclusions about what I really wanted. With thanks to Tom Clarke for answering some of the questions in what he probably thought was an inconsequential conversation, the answer seemed to be a 25/30hp sports saloon, with the appropriate amount of bling up front, pretty much fully restored, and which could be quickly pressed into useful and fun service. The only foreseeable issue was that the Australian market was likely to be limited. On return home, I went online to see what might be available – and there was GRO54, a 1937 Barker sports saloon, for sale with Ghost Motor Works Ltd in Kent, UK. It ticked all the right boxes and being given copies of the pages from the book written on its rebuild was extremely useful in decision making, as was a video and discussions with the Ghost Motors people. So, after a degree of uncertainty, I decided to Putin my piggy-bank and buy it.

My bank's head office staff decided that I was being scammed, and a young turkey thought it appropriate to give me a lecture. The gist was that people my age should not be doing things like buying a car unseen, and it was bound to be trouble if it actually existed (perhaps he had experience with pre-war Rolls-Royces that he hadn't disclosed), which it probably didn't. Reluctantly, he approved the transfer of my personal funds to the dealership (bear in mind I had not borrowed funds to pay for it), but only on the basis that I took full responsibility for my own actions (I thought I had). Whilst I fully appreciate that he probably had my interests at heart (or was desperately trying to cover himself), the attitude still rankles, especially as I had already carefully explained to my local bank staff what was happening and provided them with all the paperwork and shown them the photos of the car. So, lesson 2 in *Importing a Car 101*: be prepared for issues with the bank when paying for it.

Lesson 1 would have to be making sure that it was not in fact a scam, and in today's age that is a much harder one to provide any definitive response to. In another time, a quick dash to England to see and drive the car would have been obvious, but in a COVID era that was easier said than done as we were just coming out of lockdowns and everyone was tentative. Ghost Motor Works Ltd. is well-known to many Club members, and I had no concerns. Maybe for the uninitiated the name may seem odd. I certainly would not have contemplated buying a car unseen from a private vendor or unknown dealership.

One of the photos and the description of GRO54 are as follows:



1937 Rolls-Royce 25/30 Barker Sport Saloon finished in Black over Green with Green hide interior. GRO54 was delivered to its first owner, Mr George Levy, managing director of T C Jones & Co, Shepherd's Bush, London. Ordered in the Black and Green livery she still wears today, this was the last of just five examples made with this distinctive Barker sports saloon body. Mr Levy kept the car throughout the war years and it was sold to its second owner in 1949, throughout the cars life it has had a total of just 6 keepers. In recent years the car has undergone much careful work at a cost of over £40,000. This work has included a full engine re-build, full re-wire in period correct cotton covered cable, new radiator core, re building spoked wheels, brake overhaul, full re trim in Green hide as well as a raft of other work. The result is a 25/30 which drives faultlessly and thus has been used for many continental rallies over the past few years. The work which has been carried out to the car has been done to the highest of standards, not least the interior trim which is breath taking. Accompanying the car is an impressive history file with invoices, past MOT's and the original factory build sheets. Also present is a fascinating book, written by the previous owner carefully documenting the cars life through its previous owners and a step-by-step guide to the huge labour of love which has been bestowed on this wonderful motor car through its restoration.

This truly outstanding example represents a wonderful opportunity to enjoy showing and touring what must be one of the most well sorted pre-war Rolls-Royces on the market.

Then came the fun part – not. First was the need to be reassured that there was, in reality, no asbestos in the car – a crucial point, as the Australian requirements have been toughened. That was followed by decisions on how to ship. The two choices were roll-on-roll-off or container. Each have pluses and minuses, but significant differences in cost. In May 2022, with the war in Ukraine well advanced, the quote for a container was £5,325 against Roll-On-Roll-Off at £2,200, in each case plus maritime insurance. With advice from Ghost Motors and their shipper, I chose the Roll-On-Roll-Off option, and the car was duly booked on the Höegh *Seoul* from Southampton to Melbourne via the east coast of America, Kingston, Panama and Auckland. It was trucked to Southampton, but Höegh decided that a substantial Auckland loading meant it had to come on a following vessel, Höegh *St Petersburg*, via Port Elizabeth and Fremantle, leaving a week later. First panic – was it safe at Southampton wharf? It was, and in fact arrived in Melbourne earlier than it would have done on the Höegh *Seoul*. From a lesson viewpoint, I think that in the same circumstances I would make the same decision again, notwithstanding the horror stories around of fire on vehicle carriers. There are plenty of equally horrifying stories about damage sustained in containers too. A useful tip given by a fellow RROCV member was to ensure that if a container is used to have it placed in the hold. It is important to note that for the purposes of levying the Luxury Car Tax the overall cost including shipping and insurance is taken into account and receipts required, but a saving is that the government uses its own currency conversion rate. Do remember that GST is also levied. These are unavoidable taxes, and they are not going to be reflected in the value of the car. Economics 101 might have taught you about opportunity costs! There is no point railing against the taxes: all that will do is send your blood pressure up.

Meanwhile, I had quite easily navigated the Australian Government's ROVER system, gaining Commonwealth approval to import the car and a VIN number to boot. This is now a critical part of the import process, and was the first question my Customs and Forwarding Agent asked. Take note that you will need photos of the car, front, rear and side, and interior, as well as the chassis plate. The Rolls-Royce chassis number will become a part of the VIN number allocated. What I found through inexperience was that the shipping agent at the UK end assumed that I would have a forwarding and customs agent in place in Melbourne. Once that misunderstanding was sorted out, and I contacted an outstanding agent, all started to fall into place.

The wonders of modern satellite technology meant I could follow the Höegh *St Petersburg* through its journey. These vehicle carriers are massive – the *St Petersburg* is 229 metres long with a beam of 32 metres and draft of 8.4 metres, and capable of taking trains and trams as well as cars and trucks of all sorts.

Another key lesson in *Importing a Car 101* would be to actually appoint and work through a trusted local Customs and Forwarding Agent from the very outset.



The interior had been completely restored, with new leather throughout. The leather is Andrew Muirhead's Ingleston hide, in Ocean Green, a perfect foil to the Black over Velvet Green exterior paint.

Before the car left Kent it was fully serviced by Ghost Motors and steam cleaned. That was not, however, adequate in the eyes of the Quarantine Inspectors at Port Melbourne and it was deemed to have bio-security issues and sent to a sub-contractor firm at the wharf for steam cleaning. There the rot set in. For some 6 weeks the car sat out in the open, in the rain, waiting for the work to be done. The excuse given was that the wharf was short on staff because of COVID. There was no excuse or concession given relating to the imposition of the Luxury Car Tax, GST or a raft of smaller port charges – as well as the cost of the steam cleaning. There was zip consideration of taxes and levies paid as far as service offered, and it would also seem zip concern for the well-being of people's property. It seems that the wharf operates a 5-day week, 6 am to 1 pm Monday to Friday as far as car deliveries are concerned. I had no idea if the car was waterproof or not, so the second panic related to that, and whether or not I would have to embark on litigation against the Minister to deal with damage to the interior as a result of leaks given the poor handling, and the likelihood of success in such a venture. I was much relieved, therefore, to find out on delivery that it was waterproof and there was no internal damage. The only thing was that it was filthy and needed significant detailing to get it up to scratch again. A reversing light had been smashed (Fiennes had a replacement), there was something splattered on a rear seat and squab (easily cleaned off), and a couple of very minor scrapes – but otherwise in sound order. Initially the contractor's quarantine co-ordinator informed my Customs Agent that there would be a week and a half delay. At about the four-week mark I became very impatient and depressed about the whole matter. I sent him an email. In part the response read:

The other thing I need to point out is that approximately 90% of vehicles imported from Great Britain fail inspections. Unlike Japan, GB does not have a robust export cleaning service (or approved arrangement) that

satisfies Australian Biosecurity standards. General cleaning services just don't cut it as they are not specifically trained to detect contamination and remove it accordingly. From what I can tell, the Rolls is pretty clean but may have some sporadic contamination that was captured by the officer.

There is another lesson here, but it is a difficult one to foresee. Be prepared for biosecurity hazard, and be forewarned that if cleaning is required then a lengthy wait might occur. I have absolutely no concern that Australia's Quarantine Service requires the highest standards to be met. It should. I would be horrified to think that I could potentially introduce some pestilence into the country. The issue is the time it takes to get things done and the manner in which people's belongings are handled whilst waiting. A further important lesson would be to ask the vendor whether or not the vehicle is waterproof before making a final decision. In my case I can only wonder at how a Silver Ghost tourer would fare under similar circumstances. The short answer is badly.

A further lesson is that along the way there are many opportunities for despair, and loss of sleep for me became an issue. Somehow things are always far worse at 3 in the morning than they are after daybreak. You need to be able to deal with the issues, but the total lack of control when the car is in the hands of Customs is hard to work through rationally. Suddenly, however, all is sorted - the car is released and your appointed carrier picks it up and delivers it.



Alone and unloved on a Melbourne wharf during a fairly wet winter. This photo fell off the back of a truck...

The car's history has been fairly well documented. It remained with its original owner, George Levy, until 1949. In addition to a number of shorter-term owners it has had two very long-term owners in its history. From Levy, there followed three keepers to 1972. From March 1972 until November 2005 its keeper was Eric Rowland of Knaresborough, Yorkshire. Following a Bonham's auction in November 2005, it was in the hands of two dealers over two years, then it belonged to Charles

Vyse of Mayfield, Sussex, from 2008 until he gifted it to his daughter, Mrs Jo Clark, of Crowborough, Sussex in 2018. Some people might be aware of the 2021 book he wrote on the complete rebuild he undertook – Reborn. Charles' wife had named the car Humphrey, after Sir Humphrey Appleby in Yes Minister, due to its serious demeanour. He remains Humphrey!

I think it is fair to say that any car you buy is going to need some things done to it to meet your standards and expectations. Despite the history, the description provided and content of the book, there were a few issues, but none particularly significant and things like tyres, battery and hoses prudent housekeeping at the start of a new ownership. The water pump needed servicing as it had started to leak, probably en-route to Australia. The one-shot lubrication into the wheels had been more than a bit exuberant and the oil-soaked brake shoes needed thorough cleaning; the tyres were showing signs of age, despite the excellent amount of tread left; once the wheels were off the bearings clearly needed a good clean and repacking; the battery and battery saver fitted were dead and both needed to be replaced. The car had steadfastly refused to proceed on arrival in Melbourne, and it seemed that fuel was the issue and an additional fuel pump was fitted at the rear to assist fuel flow. With that work, it is now in excellent mechanical shape and running beautifully. With regular servicing, hopefully it will continue to perform well over a number of years given the attention it has had, not only by Charles Vyse, and the array of well-known experts he used, and Ghost Motors, but also now with outstanding support from Simon Elliott, proprietor of The Derby Works in Mount Waverley, Victoria.

It is fair to say that as presentable and attractive as it is, at present it is not a concours winning car, and that is precisely why I like it so much. It was bought as a driver's car, to be used on Club events and rallies. I have no intention whatsoever of showing it, and if the chrome or paintwork is not quite perfect, so be it – it is on any stretch an old car. It remains in my eyes an excellent example of a well restored 25/30, that can be reliably driven and enjoyed – and that was the brief I gave myself. If I had gone to Kent, I believe that I still would have bought it. In many ways the thinking of George Levy, its original owner, as relayed by Charles Vyse (whether with literary licence or not) in his book holds true for me. Barker built only 5 cars to the 7273-body design. It therefore has an air of exclusivity about it. All 5 cars still exist, and one belonged to the late Eric Barrass OBE, well known to many older Club members in Australia, a revered long time RREC doyen and instigator of the Sir Henry Royce Memorial Foundation. It appears that one of the others is in the UK, one in Austria and one in Canada.

Other firms also built sports saloons, of course, and some such as those by Hooper or Thrupp and Maberly are marvellous cars. Gurney Nutting on the maker's plate would have immediately put the car out of my reach. Of the 1201, 25/30hp chassis built, the predominant body built on them seems to be limousine or heavy saloon form, many with divisions. There were some coupes and sedancas, but these still command

high prices, and again beyond my budget. My preference was for a manageable car, without a division – and that is simply a matter of personal taste.

Over time, the original small tools had been lost, as had the original handbook. It came with an RREC replica handbook, a massive file of receipts chronicling all the works done on it by Charles Vyse, and of course a copy of Reborn. I have been able to replicate a small tool set, but one of the problems associated with that is each body builder had its own array of tools housed in a different part of the car, and whilst there is a standard tool list, the actual ones in a tool tray differ from body to body. At least I can now say that there are tools. I contacted one of our English Club members, who has one of the other four Barker-bodied sports saloons, and he very kindly sent me back photos of his tool kit. The placement within the car is totally different, but I was able to work out what tools are likely to have been included. What this showed me is that even with the same body builder, and same body, a year made a big difference – and perhaps no two cars ended up with the same array, or positioning of tool trays.

At any time, the market for a 25/30 sports saloon is likely to be very limited especially in Australia where so few 25/30s found their way new. Clarke and Neely (1999, pp234-8) in *Rolls-Royce and Bentley in the Sunburnt Country* list thirteen 25/30 cars ‘in Australia from new or soon thereafter’. Of these, seven were bodied in Australia, and six arrived having been bodied in Britain. Of the total, 9 are described as saloons, 2 as limousines and 2 as fixed head coupes. Martin & King bodied 5; Hooper 2; Smith & Waddington 2; Barker 1; Fisher and Ludlow 1; Thrupp and Maberly 1, and, Mann Egerton 1. Notes indicate that at the time of publication 3 cars had left Australia – one each to the UK, USA and Japan.

Whilst the starting point is probably straightforward, tracking a car population over time is extremely difficult. Seventeen 25/30 cars are listed in the RROCA 2022 *Chassis Plate*: seven limousines, 5 saloons, 2 sports saloons, 2 sedancas and one three-position drophead coupe. The body builder ratio has changed significantly, with only one Martin & King body now listed. There are 4 from Thrupp and Maberly, 4 from Hooper, 2 each from Barker and H. J. Mulliner, and one each from James Young, Mayfair Carriage Co., Limeburner, and Molyneux. Only 3 of the 13 originally listed cars are now within the RROCA membership in Australia: GUN 9, GRO 4 (Chairman Rory Poland's) and GRP74. Only 2 of them are within the 20 Ghost Club fold.

The 20 Ghost Club register only includes 11, 25/30hp cars in Australia, including my own GRO54 and George Blenkhorn's GGM10. That means that there are 6 eligible cars not in the 20Ghost Club fold, but part of the RROCA. Tellingly, there are only 29 cars listed across the whole identifiable 20Ghost Club membership. The list of 25/30hp cars on the website runs to 47, but many of these are old entries for historic known points in the cars' histories – such as being offered for sale. This is not a high percentage of the 1201 chassis built.

Obviously not all 25/30hp cars will belong to members of the RROCA or 20Ghost Club. It would be reasonable to also assume that not all cars remain in good, running order and presumably some have been dismantled. King (2014) in the second edition of *The Rolls-Royce 25/30hp & Wraith* indicates that of the 10 original cars unaccounted for using the 2022 *Chassis Plate*, two (GRM 3 and GHO 51) had been returned to the UK, and the other 8 were noted as still being in Australia. Looking across the whole register described by King, 32 are noted as being in Australia at the time of the second edition's publication.

The comparisons are therefore, by necessity, rubbery and at best should be viewed as indicative. A further compounding issue is that often cars are described as Saloons, when they might well be described as Sports Saloons.

The circumstances that brought Humphrey to Melbourne were probably auspicious. At least I hope so! If nothing else, the number of 25/30hp sports saloons on the RROCA register has increased to 3, and the overall RROCA population of 25/30s to 18. It brings the 20 Ghost Club register to 11, 4 of which are listed as Sports Saloons, assuming none leave the country soon. It becomes clear that if you make a decision on a particular model and body style, then importing might be the only realistic option if what you want is available offshore, and you are prepared to weather currency exchange and import charges and taxes.

Humphrey runs smoothly, and is a pleasure to drive. Steering and brakes are extremely good, and in time I might even remember to turn off the indicators promptly – or better, have the arrangement altered to take the control back to the original semaphore switch, although maintaining the flashing lamps which are considered essential for modern traffic conditions. The trafficators are there, but disabled. For reasons of modern traffic, another addition has been a high-level LED stop lamp in the rear window, as well as a reversing camera. Which just happens to be a wireless, solar powered one – another indication that this is not to be a concours entrant any time soon.

Since initially writing this article, Humphrey has been to Mount Gambier, for the October 2022 Club rally, and back without incident despite the appalling road surfaces in south western Victoria, and also to Shoreham for the Club's Victorian Christmas lunch. The standing mascot that came with him had unfortunately been damaged at some stage and had a pronounced lean. It was intensely annoying to have the Flying Lady, right in line of sight, looking as if she was a little the worse for wear after a rally's final dinner. I was delighted to be able to replace it with a kneeling form one from Barrie Gillings, and for a Sports Saloon that would have been a default choice in 1937. I think it transforms the appearance of the front of the car.

But Gilbert, I might get Simon to paint the front axle next time it is in his 'shop for servicing. He has a hoist.

References:

20 Ghost Club website.

Clarke, T.C. and Neely, D.R., 1999, Rolls-Royce and Bentley in The Sunburnt Country: The first fifty years in Australia, The Sir Henry Royce Foundation, Australia.

King, Bernard L., 2014, The Rolls-Royce 25/30hp & Wraith, 2nd., edition, Complete Classics, Weedon, England.

The Federal Register of the Rolls Royce Owners Club of Australia, 2022, Chassis Plate: Members and their Cars 2022.

Right: The car in early September 2022 as it arrived at its new home for the first time. Car and house are exactly the same age.



Pictured at the Victorian Christmas luncheon is James' 25/30 GRO54. The car in the background is New Phantom 48YC belonging to Ian and Sue Berg.

Not the National Tour

Mick Matheson, with photos by Jeff La Cram and Mick Matheson

Every road leading south was closed. Even the Hume Hwy was closed because of the floods. Victoria's Goulburn River, a couple of miles out of Alexandra, was still rising and the VicRoads app showed it'd already cut the road to Melbourne. The torrential rain coming from the west was only getting worse, and after guiding the Silver Ghost through it, along the marginal roads between Euroa and Alexandra, I wasn't keen to face more of it.

Eldest daughter Ariel and her husband Jeff were waiting for me at Phillip Island and counting on me for a ride back to my home near Mudgee, NSW. They'd flown out from the UK and if I didn't get there their chances of a successful Plan B, in the middle of a natural disaster of this scale, didn't look promising.

My neighbour in the Alexandra motel was one of the helicopter pilots flying flood-watch. He knew the latest developments and had seen swollen Lake Eildon from above. He had no good news for me.

Already operating on my own Plan B, I formulated Plan C: perhaps I could loop back north and then east around Lake Eildon and hope for the best. It might take two days to reach Phillip Island that way, especially if the weather remained nasty, but better late than never. Still, 'never' looked likely at the rate I was going.

For the past week it'd one disaster after another. Plan A had been that Anne and I would be on the Club's National Tour in Mt Gambier. We'd gone to sleep on the eve of departure with the Ghost packed and were sound asleep when Anne's phone beeped for attention.

The message said youngest daughter Kirstie was in hospital, felled earlier that evening by the kick of a delinquent horse. The diagnosis was not good: ruptured spleen. We knew immediately we wouldn't be leaving in the morning. The only question was would be leaving later or never?

Long story short: Anne went to be with Kirstie that morning. That night floods hit us and tore out fencing that's crucial to ensuring our sheep remain ours. Four days later, Kirstie was OK with a downgraded diagnosis of a merely bruised spleen with a broken rib for good measure. Anne came home and the fences were fixed, but our National Tour was off.

The Ghost was still packed and Ariel and Jeff still going to Phillip Island. The post-Tour plan to join them could be revived, albeit without Anne, so I set off, enjoying a great first day. Life was again good!

On the second day, weather and flood warnings were issued for Victoria.

I barreled down the Hume into increasingly foul weather. Then flubba-flubba-flubba. Flat tyre. Changing the wheel took much longer than it should have and squalls drenched me in the process. I lost more than an hour and now had no spare.



Jeff and Ariel do their most sartorially elegant impression of a trout in Adaminaby.



Driving through parts of the Snowy Mountains still recovering from the fires. The devastation is still widespread three years later.



The Silver Ghost was a lonely sight in the vast landscape of the Snowy Mountains.

Wheeling into Euroa, I saw sandbagged shop fronts. I stopped at a promising tyre repair shop but it was closed while they cleaned up the devastation of the flash flood that had just swept through. This was getting serious.

From then on, every tyre shop I stopped at refused to touch the split-rim wheel, particularly after seeing that the lock rim had been slightly distorted. There are few things worse than knowing you don't have a spare, except perhaps that you're also heading into one of the worst weather systems to have hit the area in decades.

The drive to my pre-booked room in Alexandra was fraught. Narrow, potholed, crumbling roads; pouring rain; falling trees; rising creeks; no second chances. Reaching town was a massive relief.

A tip if you're ever eating in Alex. The old Alexandra Hotel might look like a quiet old pub where you can walk in and get a quick, humble meal but it has been converted to a very nice licensed restaurant that serves very good food and wine. I ate and drank unexpectedly well but the \$160 bill wasn't what the accountant ordered!

I felt warm and rosy after the meal, despite the bill and the fact that it looked like I'd reached the end of the road because of the flooding. Too tired to dwell on it that night, I slept on Plan C.

It wasn't raining in the morning. Hints of sun shone through. I got ready to head into town to find breakfast and consider my options. Leaving the motel, I had to give way to a semi-trailer — but that made no sense. The semi was coming in on the road from the Goulburn River crossing, the road that VicRoads claimed was closed by floods. How could that be?

Could the road be open? I turned south and drove down to find out.

And what a sight for worried eyes! No barricades, just a clear bridge standing a foot or two above the torrent. Oh, joy! The Ghost swept over the river and into the hills beyond. She was purring, pulling strongly, loving every minute of it.

And from then on, things only got better. I never did get the spare tyre inflated but if it came to it I could sort it out myself. I didn't get another flat, anyway. The weather was crappy but by some miracle that was as bad as it got for me. I had the slowest run down the Black Spur I've ever had but in the Ghost it was just as intense as any ride on a fast motorcycle.

I briefly drove in company with a group of vintage cars in Pakenham, later realising they were participating in the Alpine Trial Centenary event. None of our cars were among the ones I saw but I did see a very fast lorry.

Phillip Island was bathed in sunshine when I got there before lunch. Ariel, Jeff and I had a great reunion and watched some intensely exciting MotoGP racing. On the Monday we packed up and headed for home, abandoning the original plan that would have taken us north into flood zones and instead going east to Lakes Entrance, north through the Snowies and home to Mudgee over four days.

It was four days of good driving, reasonable weather and enjoyable little adventures — the kind of trip we signed up for the first place.



64EU in clear skies on top of the world, or at least up in the Snowies. These are magnificent roads for touring in a pre-war Rolls-Royce.



Evening light at our rustic accommodation just outside Lakes Entrance on the way home. The storm clouds have largely gone.



Escape! Looking back over the floodwaters from a safe height after a seemingly miraculous crossing of the Goulburn River.



Parked in Alexandra, Victoria, with a deceptive but welcome burst of sunshine towards the end of the day. The weather did change!



Jeff and Ariel at the MotoGP at Phillip Island.



Outside the Telegraph Hotel in historic Chiltern, Victoria, moments before the weather turned sour.



Kerb-side refuelling in historic Chiltern, Victoria

GPK73 - A 40 year Adventure

David Alsop

I was fortunate having parents who loved fine cars. I was one of four boys, as my father was. His father, a prominent businessman, saw part of his parenting responsibility to engage his boys in practical skills. Dad, a commercial architect, followed this example and from an early age we were occupied in the workshop during weekends. Carpentry, joinery, boatbuilding, electrical wiring, welding, spray painting, repairing mechanical things, were all part of the curriculum.

The first full car project was a 1926 Morris Cowley. Dad thought these cars were marvelous because it was his first car. He eventually found a totally dismantled tourer.

We set about rebuilding the whole car which included making missing parts, doing all the upholstery and painting. It turned well. It was a simple basic car costing, in its day, costing about a tenth of the price of a 20hp Rolls-Royce.

Many cars took our fancy – Jaguar, Aston Martin, Bentley Mark 6, MG TC. Porsche 911, Bentley R Type, even a 1916 Hudson 'Pikes Peak' 5 litre most of our acquisitions were sad cases and basically requiring substantial rebuilding. We had a great time.

When I was tackling a Mark 6 Bentley, I became more interested in older Rolls-Royce products. I drove a 20hp and was fascinated by its excellence.

The Story Begins

In conversation with Robert McDermott, I said I would like a 20hp, four-speed, four-wheel brake. He told me one had recently arrived for restoration. He had warned the owner that it would be a big costly job. The owner lived a considerable distance away and evidently got cold feet about the project. Robert informed him that there was someone interested, being me. The deal was done and soon a dreadful pile of remains arrived at my home. The year was 1981.



These three photos show what I bought. In its first 40 years of life, the car went from a Hooper limousine used for the Melbourne Skipton trip to the family property. Presumably, someone had the bright idea of making the car utility in 1938 for use on the property. Evidently, it died in a paddock. The remains were purchased in 1972. This person proceeded to start fixing it up. The ute body disappeared. Many parts were dismantled. It was then sold in 1979 to a man in Albury who sent the remains to RA MacDermott who told him that a spend of \$5,000 would show little achieved.

The owner got 'cold feet' and was keen to get rid of it when I appeared on the scene. Robert negotiated the sale which suited me. Somewhere along the line the car had acquired a tourer body, reported to me from an Oldsmobile. It was short in the scuttle by about 200mm. It was not bolted and when I located it in the possible correct position on the chassis and body bolt holes lined up. Eventually, I looked up the Windovers body numbers and found that my body was fitted to an early 20hp which was in the ownership of Peter Shellard and fitted with a Martin and King coupe circa 1935.

You will just see in the photo that the steering wheel has no plastic left on it...typical of the sort of problem I had to solve.

The 20 Horsepower

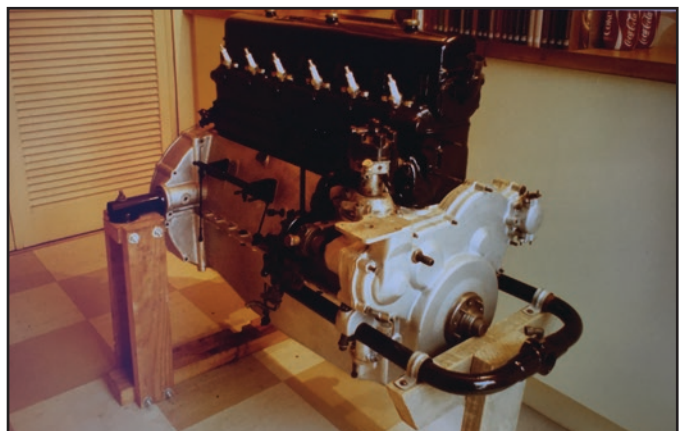
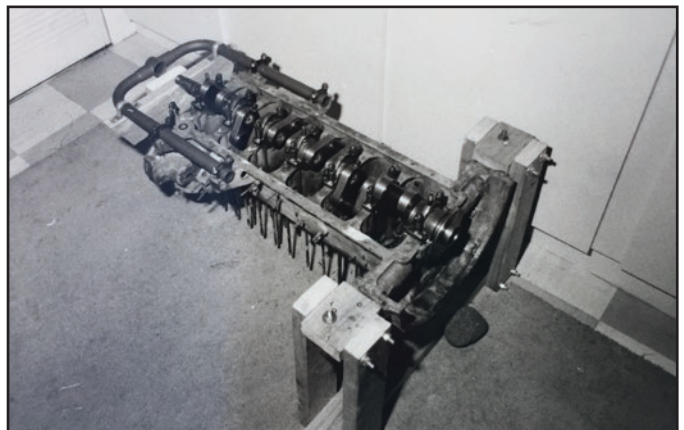
This splendid Hooper Limousine was purchased by a prominent Victorian identity LKS Mackinnon for delivery in Scotland in 1925. It was the third 20hp purchased by Mr Mackinnon. It was a 21st birthday present for his son DJS. The family owned a large grazing property Mooramong at Skipton Victoria. It appears the family found the Rolls Royce cars particularly suitable for the regular long trips from South Yarra. As a schoolboy I often saw a nice two-tone green Silver Cloud outside the Mackinnon residence in South Yarra identifiable by a racehorse in place of the Spirit of Ecstasy. Records show that they owned seven cars before the Cloud. Rolls-Royce cars served them well!

At the time I had a flat in Toorak together with a garage. As the engine, in many bits, was not located in the chassis I constructed a stand for the engine. The components were machined as necessary, and reassembling commenced in my kitchen during the quiet winter evenings. Finally, there was a brand new looking black engine sitting in the middle of the kitchen. About this time my wife to be appeared on the scene. I was greeted by the news that 'Either that goes, or I go' – my reply 'I'll help you pack', was not well received.

Meanwhile the rest of the remains had been moved to the garage of my cottage at Mount Eliza. The body was a Windovers tourer number 5009 originally fitted to a three speed 20hp GF17. There were no mudguards, so I decided to make these in the 3 litre Bentley style – long and sweeping, for this purpose I found two ancient mid-30s front guards with the appropriate curves. For the rear guards modified trailer guards were ideal. I left the valances open. Sir Henry wanted the 20 to have light coachwork, so that's what I did.

The next task was to make the dash panel. I had all the instruments except the rim winding clock. Experience with Twentys showed that the Twenty can be so quiet idling and in third and fourth gear that a tachometer would be an advantage so I set about making one the same size as the clock hole so a future owner could fit a rim winding clock if they so desired. I made it to look original and boldly put matching 'Rolls-Royce' and 'Revolutions Per Minute' (0 to 3000rpm) on the face.

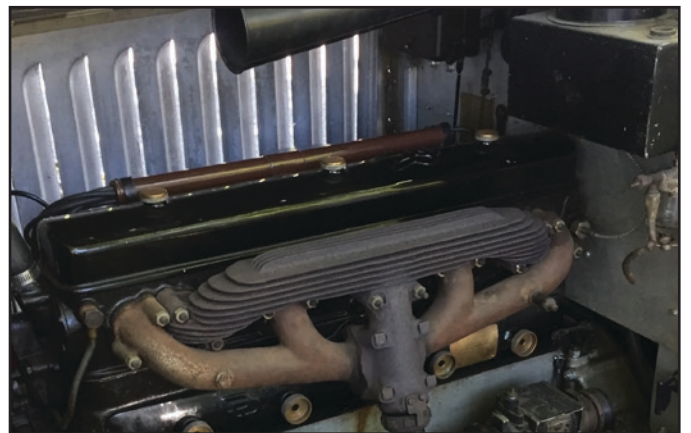
About this time, I started doing some "inappropriate things", which I did not disclose to anyone at the time. I am pleased to say that it is now considered appropriate to fit items that Sir Henry would have used if they were available. I discovered early on that the mechanical pedal switch to operate the starter motor was troublesome, bearing in mind that GPK73 had done many years of hard work, was the reason why this did not work reliably. Secretly hidden, I fitted a modern solenoid operated by the old mechanical switch. A similar process was applied to the horn button. I must admit at this point that I could not accept the ghastly RR Claxon horn (which I did not have) whereas the much more gentele Lucas product was preferred. It



Fast forward a few years and I am rebuilding the engine...everything needed doing. I built a stand for the engine which was designed to be used for the engine upside down then downside up!

The rebuilding of the engine took place in the kitchen of my Toorak flat which I occupied (at the time) by myself. It was very pleasant sitting in there during winter 1983 and assembling the engine. This process was terminated in August with what one of my RROC friends (Geoffrey May) called 'David's Coming Out Party'. On a Saturday, I recruited a few friends, (that grew in to many) to lift the engine and place on a trailer to take it to my Mount Eliza home where the rest of the car languished. Those who provided the muscle were Campbell McComas (entertainer), David MacArthur (long time member of the RROC and 20hp owner), me and Tony Stephens (long time motorcar enthusiast). Photos be then RROC photographer, Graham Cornish.

Since then, I nibbled away at the body and other mechanicals. As I had no mudguards, I decided to do the car like a similar aged Bentley three litre. Sweeping guards and no valances. Sir Henry Royce intended the 20hp to be a light tourer, so I followed his suggestion. I found an old pair of front guards which required considerable modifications. For the back guards I purchased for a pair of trailer mudguards. Again, I greatly modified them. Unlike the rest of the body, which is aluminium, the guards are steel.



I did a few unusual things, one being the rev counter... as the car had no rim winding clock and my attempts to locate one failed, I decided to make a rev counter of the same size. I rather boldly did the face to match the size of the clock with 'Rolls-Royce' on the face.

has a lovely tone which a friend suggested sounds like a strawberry! Past unpleasant experiences with a vacuum tanks convinced me to fit an electric fuel pump.

Further 'acceptable' inclusions where stop lights, indicators and reversing light.

When I acquired the remains, I had only parts of the original brass carburetor. I took this to a specialist who did an absolutely superb job making and fitting new parts. When I collected the polished brass looked like gold (and when I got the bill, I thought it was gold!).

The time had come to start the rebuilt engine. The timing of the camshaft is not easy neither is the timing of the ignition. I have always loved SU Carburetors. They are simple and reliable so that rather than fitting the original carb, I decided that if I fitted the SU and the engine would not start, I knew it would not be the carburetor. Timidly, I turned everything on and pushed the starter pedal and she roared into life.

At the recent Federal Rally there was some discussion about people who had fitted a SU Carburetor to 20hps. The opinion was that this is successful making the engine easier to start, more powerful and use less petrol. Not having on road experience, I remained quiet.

In order to road test, I removed the wheels, took them to an expert, had them sand blasted, checked and painted black. The present wheels are 19-inch 600/650 which, I believe should be 20 inch, but this can wait.

A further job was to tackle some motor trimming. My past drophead Bentley I had for ten years. I drove it a great deal and only twice did I have to put up the hood due to rain. I decided that I would not be likely to drive the Twenty in poor weather, so I decided to make a faux hood in a folded position. Off I went to Spotlight to look at suitable fabrics. I found an ideal hood fabric in a light brown, so I purchased adequate fabric for the tonneau cover and hood cover. I then decided to purchase a sewing machine, reviewed the range and chose a 'Brother' as suitable for the task. No sooner than I had made my selection than I was surrounded by an armada of very busty well-meaning ladies trying to talk me into their sewing classes. I studied the book – the result was satisfactory.

I decided that the bodywork should be black – had I known that 25 years later three out of four modern cars would be black ... Nevertheless, with its buff colour tonneau hood, aluminium bonnet and blue under guards it looks good.

It is now 42 years of involvement with the Twentys rebirth. I would never call this work; it has been an absolute joy. One thing I have never done is record any of the costs – for it would be then that you would realize what a silly commercial venture it may have been! But what a wonderful adventure learning and socializing with a great group of kindred spirits.



Phantom III Cars in Australia between 1936 and 2021 - Part 8

Steve Stuckey

Steve continues with part 8 of the Australian Phantom III Rolls-Royces.

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

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

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



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

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

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



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

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

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



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

Sent off test on 29 November 1938, this chassis was sent to Hooper & Co., who fitted a stylish limousine de ville body (number 9077) finished in very dark blue and black. Ordered by H R Owen Ltd, they delivered the car

to famous British comedian, stage and film actor Lupino Lane (born as Henry William George Lupino) who made famous 'The Lambeth Walk' (born 1892, died 1959). The car was in California by 1977 and was brought into Australia in 1992 by Alastair Kinloch of Canberra, who still owns this wonderful car.



Annual Trophies

David Davis

Once again, we will be awarding the annual trophies at the Annual General Meeting in October. We do encourage the use of our cherished pre-war Rolls-Royce cars and hence please ensure you record the mileage travelled over the period 1st July 2022 to 30th June 2023. An application form will be provided with the Winter edition of the Gazette.

The 40/50 Trophy

This trophy is to be rewarded annually to the owner of the 40/50hp car which travels the greatest distance between 1st July and 30th June the following year. The trophy will not be awarded to the same person for the same car more than three times.

The Small Horsepower Trophy

This trophy is awarded annually to the owner of the Small Horsepower car which travels the greatest distance between 1st July and 30th June. The trophy will not be awarded to the same person more than three times.

The Peter Crauford Trophy

This trophy is a new one and has been named in honour of Peter Crauford, our Chairman until his untimely passing last year. It is awarded annually to the owner of the car that travels the greatest distance between 1st July and 30th June and achieves the greatest number of marks by multiplying the distance travelled that year by the age of the car measured in years.

The Founder's Trophy

This trophy is awarded by nomination by a member of a Person approved by the Committee to have contributed to the Club.



Christmas Lunches

Queensland Christmas Lunch

John Rowney

The Queensland members were able to enjoy a fine spread, great surroundings and pleasant company at Tery and Marilyn Hurst's property "Angelhurst" at Tamborine on Saturday 3rd December.

Tery and Marilyn catered for the 20-Ghost Club members and guests as well as many other car enthusiasts. "Angelhurst" is a unique establishment where Tery has constructed his own village which includes a pub, garage, fire station and a chapel located in a naturally timbered setting. Watchful kangaroos supervised the arrival of our cars. Tery is an ex-racing driver and has a fine collection of old motor cars and equipment, many complete and several in various stages of restoration.

Unfortunately, potential inclement weather and some other unwanted problems limited the number of fine pre-1940 Rolls-Royces to just three cars.

Our group included Ben Stafford and Kathleen Lakey in Ben's 1925 Phantom I 21RC, which had all attendees lovingly admiring this great pale blue machine.

John Rowney and guest Malcolm Brough arrived eventually in 1938 Wraith WXA68 after some rather interesting directions from the navigator (and even more interesting instructions from the chauffeur). There was some debate about instructions and directions which would not be worth repeating in polite company!



John and Wendy Wagstaff didn't risk driving one of their Silver Ghosts due the forecast inclement weather while they were still recovering from the Mt Gambier National Rally where they experienced awfully chilly and wet conditions. How the hell they got through that trek is a tribute to their fortitude!

Sue and Greg Dunstan had set off in their 1926 20HP Doctors Coupe GHJ37, but had to return home and come in a modern car after experiencing carburettor problems. Fun and games with a pre-war 96-year-old Rolls-Royce!

Ian Maitland and guest Courtney Mitchell also had to come in a modern car, since Ian's 1934 20/25 GLG74 has been patiently residing in Steve Sparks' garage since April while delays in obtaining parts have meant that his 20/25 would have a little difficulty making the run from Brisbane to Tamborine without a steering mechanism.

Overall, over 60% of the 20-Ghost Club members residing in Queensland managed to come to the quickly organised Christmas lunch which is a great turnout. (There are not too many Queenslanders in the 20-Ghost Club obviously.) Due to the intermittent rain, the buffet lunch was held in the Chapel. Everyone chatted with old friends and other car enthusiasts at the lunch, and surveyed Tery's fine collection of cars and equipment and wandered around the village admiring the wonderfully created and decorated buildings.

Our thanks go to Tery and Marilyn Hurst for allowing us to share the delights of "Angelhurst" and for arranging a magnificent lunch which was thoroughly enjoyed by all.



Ian Maitland and Malcolm Brough with WXA68

Left: Ian Maitland with WXA68



Sue Dunstan and John Rowney with 21RC

New South Wales Christmas Lunch

David Davis

The Sydney Christmas Lunch was held on Wednesday 30th November 2022 at the Royal Sydney Yacht Squadron.

While the Squadron was busy our table in the Careening Cove Anchorage was conveniently placed to view the sailing activities taking place both nearby and on the Harbour. The black sails of the Hobart Line Honours fleet getting up their hours provided a pirate like spectacle.

Those attending were Richard and Mikke Jones, David and Nancy Axe, Geoff Harrison, Bob Roberts and Clare and myself.

Starting with a glass of French Bubbly to toast the Centenary of the Twenty we began with delicious oysters, Sydney Rock, of course and most had Snapper curry which was equally so.

We listened with envy to Bob's stories about his recent trip in GUK76 through England and Ireland. Bob had arrived home during the week and was still getting over jetlag. He related that he was treated well everywhere he went and the highlights included motoring around Ireland and the people he met in both Countries. He said that he did enjoy the autojumbles and it seems as though he will have parts to spare!

I parked my Twenty on the lawn in front of the Club House and a photo of those attending was taken beside it. There is no doubt that an intimate gathering usually provides a memorable event and the lunch was no exception.

South Australia Christmas Lunch

Rory Poland

The 2022 South Australian Christmas Lunch was held at the Edinburgh Hotel Mitcham SA on 20th November and a total of 20 members attended.

It was pleasing to see new members Steve Phillips, Ric Ghion and Bob Timperley attend.

A great day was had by all.



David and Clare Davis' Twenty was the only car in attendance at the Sydney lunch. It's attendance seems an appropriate act of final celebration for the car's centenary. Chassis 42G1, the first Twenty bought into Australia and thought to be the oldest existing Twenty, was 'off-test' in the factory in December 1922, almost exactly 100 years before this event.

Victoria Christmas Lunch

Ian Berg

A drive down to the Mornington Peninsula for the luncheon at Pier 10, Shoreham was enjoyed by a large group in late November. We had 34 members and partners and 14 eligible cars in attendance. The parking was excellent, the meal just right and the company enjoyable. What more could you want for the end of the year celebration of a successful year for the Club?

In attendance were Peter and Barb McBeth, Bruce and Mary Humphries, Rod and Bambi Hanson, Howard Wraight, James Baxter, Ken Russell, John and Helen Reis, Neil and Glenys Walker, George and Sue Blenkhorn, John and Wendy Shenfield, Robert and Anne Banks-Smith, Ian and Sue Berg, David and Jane Alsop, Noel and Janis Baker, Peter Jordan Hill, Mark Herbstreit, Anthony and Carolyn James, Bruce Moran, Byron and Audrey Dobson and Murray and Christine Stack.



It was good to see Bruce Moran out with his 20/25, chassis GPG63.



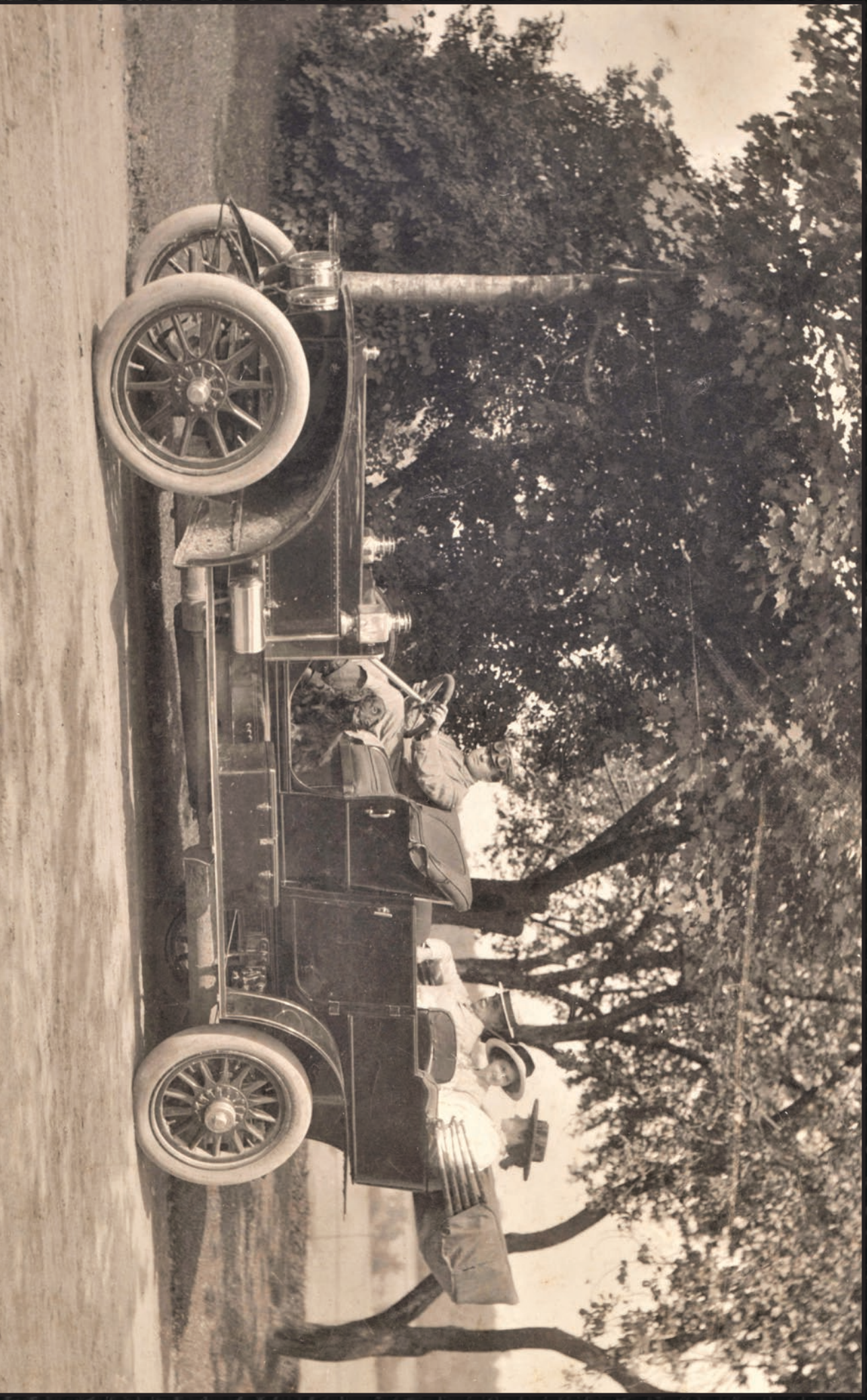
Car park lineup with the Blenkhorn's Silver Ghost in the foreground.



Murray and Christine Stack's 1938 25/30 chassis GGR45.



Plenty of good conversation going on here.



Here is wonderful period photo of a 40/50hp Rolls-Royce. The photo was kindly provided by Jason Palmer who discovered it in an antique store during a visit to the United States. Clearly the family were wealthy in having a car of this quality with chauffeur available to them. Note the upholstery protectors, Rushmore headlamps and lack of windscreen. It is a very early car and one of the '500' series which had different chassis frame and other features unique to the cars designated from chassis 60,539 to 60,592. This places it as being built in 1907 and likely only a handful of chassis apart from the original Silver Ghost chassis 60521, registered AX-201. It would be excellent if someone were able to identify the car or the location. Hopefully we will have more to report next issue.