

WINTER 2023
ISSUE 17



20-GHOST GAZETTE

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



The 20-Ghost Club Australian Chapter Incorporated

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

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

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

Club Mailing Address

14 Hoyt Street, Hampton, Victoria 3188, Australia.

Committee and Appointments

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

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

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

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

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

Committee: **Noel Baker**
e: noelbaker@yahoo.com.au
t: 0428 597 994

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

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

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

20-Ghost Gazette

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

Editorial Policy

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

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

All Rights Reserved and Copyright, 2023; The 20-Ghost Club Australian Chapter Inc.

Print Post Approved

Publication Number 100028215

Contents



Chairman's Report.....	4
Editorial.....	4
Twenty Tour, May 2023.....	4
New Members, New Cars.....	5
To Hahndorf and back in a Silver Ghost.....	6
A selection of photographs from Hahndorf:.....	8
Chassis 2242 - Back on the Road.....	9
Found and Saved - The Story of GSK49.....	10
The Great Gippsland Getaway.....	14
An Unusual Twenty Reappears.....	19
Phantoms - Spoilt for Choice.....	20
1925 Phantom I, 12RC.....	22
Phantom III Cars in Australia between 1936 and 2021 - Part 9.....	24
For Sale and Wanted.....	26
Out & About.....	27



Peter and Barb McBeth are seen in their Twenty at Narkoojee Winery on our Gippsland Tour. See page 14.



Here we see David Phillips who received the award for best pre-war car at the Flinders Motoring Heritage display over the Easter weekend with his 1920 Silver Ghost 15CW.

Coming Events

June 18, 2023	Day run and visit to the Light Horse Museum Nar Nar Goon North, Victoria.	Contact: George Blenkhorn Phone: 0429 139 902 Email: blenkhorg@gmail.com
July 16, 2023	Winter run and luncheon in the Adelaide Hills.	Contact: Rory Poland Phone: 0422 163 827 Email: polandonhigh@optusnet.com.au
October 1, 2023	Combined pre-war event with RROC Queensland.	Contact: John Rowney Phone: 0413 676 833 Email: johnrowney@bigpond.com
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



Spoiler Alert:

Mark Roberts did get his new 'barn-find' Twenty to Hahndorf. We all saw it there and what a delight this car is. Part One of his story can be seen on page 10. Part Two of the story will be featured in the next issue of the Gazette.

Front Cover:

The 1920 Silver Ghost chassis 15CW, known as the Nareeb Ghost and owned by David Phillips and Fenella Stibbard, is seen on the road at Hahndorf, one of several Silver Ghosts in attendance at the Federal RROC rally. David and Fenella won the Age & Authenticity Award for the car at the concours. See report page 6.

Chairman's Report

Since the last Gazette, Ian Berg and Greg Wayman have organised a very successful four-day event at Warragul in the Gippsland which was jointly held with the RROC. It was pleasing to see some 19 Club cars attend the Rally, and a report appears in this issue.

The RROC Federal Rally held this year in historic Hahndorf was well attended by 20-Ghost members who also had success at the Federal Concours. The Age and Authenticity trophy was won by David Phillips in the 1920 Silver Ghost 15CW, James Chung winning best Prewar, Adrian Akhurst; Best Silver Ghost, Rory Poland; Class 4, 25/30 and Australian Coachwork.

George Blenkhorn has organised a mid-year event and details have been provided to members.

Our National Tour this year will be held in Milawa from the 15th to 21st October based at the Lancemore Resort. Members have fully booked all available accommodation at the resort, and at the time of writing only a couple of rooms remain at the nearby Milawa Motel. Any accommodation enquiries can be directed to myself, but the event overall is being jointly organised by Bruce Humphries and Noel Baker.

Mick Matheson has set up a Facebook page for members to use. I suggest members should link to the Facebook page to keep in touch with the Club activities.

I have heard comments that some members are not receiving the Friday email newsletters. The club sends out these emails every Friday afternoon, and if you are not receiving them, please check your Junk mailbox. If all else fails, please contact Ian Berg who will investigate from our end. It is important you receive these newsletters so you can keep up to date.

Rory Poland, Chairman

Editorial

A brief editorial is in order as we are page constrained with big rally reports in a full issue of the Gazette. The winter months are quieter which means I will not have so much to include in the next issue, so here is a request. Please contribute to your club's magazine; whether it is the history of your car, your experiences in this hobby, some interesting service-providers you have come across, other interests or possibly a technical or restoration article. All would be welcome.

Our new Facebook page is moderated by Mick Matheson with content at this stage able to be provided by Mick, Mark Roberts and me. Anyone who is on Facebook can join the group and anyone can 'like' or make comment on the postings. We will see how it runs and are hopeful that it enables us to reach out to a broader community. Let us know what you think and if you too would like to post material.

Ian Berg, Editor

Twenty Tour, May 2023

David Davis

Three Twentys and a 20/25 met at Forrest Lawn Memorial Cemetery on the 9th of May for a tour of the Southern Highlands. Geoff Harrison, with Sue and John Lenehan in GPK42, Richard and Mikki Jones in 83K5, David and Nancy Axe in GHW75 and Clare and myself in 42G1 was the crew. Amazingly, despite disparate starting points, we all arrived at 11am.

Following greetings, we followed Camden Valley Way through Narellen to Camden for morning coffee. Following the Old Hume Highway over the Razorback Mountain with its distant views over verdant green countryside we passed through Picton. The Thirlmere Railway Museum was inspected with fond memories recalled when seeing Pacific Class 3801 which hauled the Riverina Express and is still fully operational, with its sister 3820 nearby. The Governor's, Premier's and Commissioner's coaches were on view. We lunched at the 'Off Track Café' then set off for the Briars at Bowral passing through Balmoral, Hill Top and Colo Vale. Certainly Twenty habitat, with autumn colours to match. Dinner was at the Briars, preceded by drinks courtesy of the Jones.

Next morning, following breakfast at Bowral, we set off along Kangaloon Road for the Fitzroy Falls. The view of the enormous south-west valley was amazing. The lookout over the Falls was very vertigo inducing! We lunched at the Cheese Factory at Robertson; most had the wonderful Pumpkin Soup. Heading for Burrawang, a beautiful Village of early timber cottages, we downed a beer at the Hotel beside the fire in the Lounge before heading back to the Briars for dinner, again preceded by drinks by Jones'.

On Thursday morning, on the return to Sydney, we turned off at Braemar through Yerrinbool, Yanderra to Bargo. 83K5 certainly was in trouble so was dispatched on a truck. Richard and Mikki transferred to 42G1 with some rearrangement of the luggage once the spare wheel was transferred from the rear to the near side for the trip back to Sydney.

A very enjoyable few days of touring through delightful country in perfect weather.



New Members, New Cars

Ian Berg

We welcome new members Ian and Julie McAllister from Western Australia. Ian owns the 1934 20/25 Rolls Royce GLB27 with bodywork by Martin & King of Melbourne. The style is a swept-tail sports coupe, and it is photographed at the recent RROC Western Australia branch concours.

The car has an interesting history as outlined by Ian, being originally allegedly owned by a John Anderson who was a Melbourne gangster with the 'Squizzy Taylor' gang. He gave the car to his then mistress Cecelia Hale who used it for a number of years before fleeing Australia after she was caught having an affair with another man. The car passed through another owner who allowed the car to fall into disrepair, until 1964 when it was acquired by Harry Thompson a well-known Western Australian enthusiast. He kept the car for 24 years and did much restoration work. The next owner simply maintained the car, and in 1997 it was purchased by Bob Roberts of New South Wales who meticulously restored the car over a seven-year period. This included much body work, and he had it repainted in its current grey and silver scheme which is very close to the original colours it left Martin & King with. It is reported that when the mudguards were removed for painting several old bullet holes were found, a legacy of its early days. The interior and woodwork were also refurbished at that time.

'Cecelia', as the car became known in affectionate memory of one of its original and perhaps infamous owners, has a graceful art deco design and is the only swept-tail coupe remaining in Australia sporting its original bodywork. Ian acquired the car in 2018 and has attempted to keep it maintained to the high standards of Bob Roberts restoration work.

John Witts reports on the purchase of the 1935 20/25, chassis GBK26 that was at the Shannon's Summer 2023 auction. The car is in entirely original condition, if somewhat tatty, and a candidate for preservation rather than restoration. John collected the car and dropped off at David Ford's workshop at Stanthorpe on the way home and David was impressed with motor and interior of the vehicle. The duco is very ordinary however, lifting in patches and the the body being aluminium, it would be a major job to repaint it and also to refurbish some of the woodwork about the doors. However, John's intent is to just get it on club plates and enjoy it. John previously owned a very original 1928 Model A Ford with blankets over seat springs and peeling house paint. Everyone loved it and he expects the Rolls-Royce to hold much the same appeal and more so than the restored cars in his collection. The first drive was onto the trailer and when at home in Collarenebri, he and Bididi unloaded the Mulliner bodied 20/25 and took it down a dirt track and then onto the bitumen. All seemed good and John is looking forward to getting the car sorted and onto plates as soon as possible. Originally imported by the late Peter Crauford, the car changed hands on one other occasion before John's purchase.



To Hahndorf and back in a Silver Ghost

Ian Berg with photos by Brian Carson and Mick Matheson

The most direct route to Hahndorf from Melbourne is a distance of about 750km. However, the 20-Ghost Overlander tour organised by John Rowney took the longer but much more scenic Ocean Road route on the way to the RROC Federal rally. It was an opportunity to really use and test the cars. As it turned out, John and Pam had some overheating problems with the Wraith not far from their Gold Coast home so opted to return and collect their Corniche for the trip. Sue and I took our 1921 Silver Ghost 62JG, and we hooked up with John and Pam, as well as Mick Matheson and Anne Baker, and Peter Jordan-Hill at Port Campbell. Mick and Anne had travelled from Mudgee in their 1924 Silver Ghost 64EU, while Peter and (Labrador) Judy had the 1931 20/25 chassis GNS60. Our stopovers were at Port Campbell, Mount Gambier (The Barn again) and Meningie, before a final short leg into Hahndorf.

Not surprisingly, the Hahndorf rally was pre-war friendly as it was organised by Rory Poland and Michael Henningsen. Of the 140 cars in attendance there were 24 pre-war Rolls-Royce and Bentley cars entered. We had winery visits, the Dawn Patrol and visits to plenty of the numerous attractions in this beautiful part of the Adelaide Hills. It's hard to say what the best part of this rally was because there was so much to do, and it truly is a wonderful area to visit, not to mention the superb organisation.



Anne Baker, Pam Rowney and Sue Berg at the Meningie Overlander stopover.



The big lobster at Kingston with Mick Matheson & Anne Baker's Silver Ghost 64EU.



On the way to Hahndorf: Ian & Sue Berg's 1921 Silver Ghost 62JG leading the Corniche of John & Pam Rowney.

Once again, our trip gave us an appreciation for Rolls-Royce engineering and the quality of a Silver Ghost. We have to remind ourselves that these cars are a century old, and we drove over 2,300km in ten days without major problems. Mick and Anne travelled 3,900km in their 1924 model and also reported no major problems. I did not have to top up the oil at all but did top up the water. Mick and I both run at least 60psi in the tyres and this makes for good steering and no wheel shimmy. For a long period, the two Ghosts were travelling in convoy and both were comfortably cruising at 85-90km per hour.

To help make sure long road trips are a success we did prepare for the journey. Here is an outline of some basic preparation and tools/spares that I have taken, as well as a few more lessons I learnt from this tour:

Preparation

- The car was fully serviced in accordance with the owner's manual before departure.

Tools taken

- The only original Rolls-Royce tools I carry are the Dunlop wheel spanner, the C spanner for the wheel discs, and the U708 spanner for the spark-plug collars.

- My modern toolkit includes screwdrivers, pliers, adjustable spanners, a box-cutter, a set of Whitworth spanners and adjustable C spanners, feeler gauge, small file and emery paper. I also carry a torch and a work-coat.
- In case of tyre problems, I have a hydraulic bottle jack, rubber mallet, wheel chocks, tyre pressure gauge and tyre valves. A valve removal cap is fitted on one wheel.
- A Multi-meter.
- A compact lithium jump starter. In my experience a good one will start a Ghost multiple times.
- I have also learnt from years of touring in old cars that it pays to carry some odds and ends – miscellaneous bolts, duct tape, wire, cable ties and so on. If you are stuck by the side of the road, you will not be too proud to use anything if it means getting going again.

Spares

- Spark plugs, lamp bulbs, fuses, fan belt, coil (a modern 12-volt coil with a wire to short-out the ballast resistor). I even have two spare valve springs but am not so confident I could fit them.

- Ideally, carry a spare magneto-points plate complete and pre-set. The spring in my points broke on the way over and the assembly was somewhat damaged. The Ghost has dual ignition and it runs just fine on coil ignition but even better on both magneto and coil. Without a spare spring, I pulled the plate out so there were no bits left thrashing around inside the magneto. I do not carry a spare magneto.

- I carry oil, semi-fluid grease, an oil can, water, de-watering fluid, starting fluid (which I have never had to use), a fire extinguisher and a kit of cleaning gear.

Lubrication

- On a daily basis I checked the water and engine oil (my car has a sump mounted sight glass), and oiled the engine compressor, as well as a general check under the bonnet.
- When at Hahndorf I lubricated the cardan shaft, the sphere, the clutch thrust bearing, the (exposed) valve springs, and the king-pins as well as the various other under bonnet oiling points.

What did I learn on this trip

- A very wet day can make for hard starting. It rained heavily the day and night prior to our departure for home and the atmosphere was very moist. I always carry Inox de-watering/lubricant fluid which works a treat and we were soon on the road. This is also what I use on the car's brush-finish aluminium bodywork. In future, should rain be expected overnight I will cover the engine. Graham Singer, a 'Ghoster' from way back, also suggests always drying the bonnet before opening it to stop water falling through the centre hinge, and drying the front of the radiator to stop water being sucked through the radiator on start up.
- I got a bit too cute with distance and fuel calculations. Fuel consumption varies. Most Ghosts do not have a fuel gauge and we ran out of petrol on one occasion (again!), but this was no the drama with 10litres of spare fuel on board. My tank is about 80litres and I seem to use about 23litres per 100km but it is very dependent on conditions and speed.

I am totally convinced that with adequate preparation, and a level of familiarity and hence confidence with the car, a Silver Ghost could be driven just about anywhere. They can definitely be enjoyed and used for long-distance touring.

A selection of photographs from Hahndorf:



George & Sue Blenkhorn departing the Lake Breeze Winery at Langhorne Creek in the 25/30hp, chassis GGM10.



An overview of the concours at Birdwood. Nigel Steele-Scott's Twenty 42G7 is in the foreground.



Alan & Kay Maden in their 1923 Silver Ghost 65LK.



Rory Poland prepares the 25/30 for the concours. Rory won the Australian Coachwork Trophy.



The Silver Ghost of David Phillips & Finella Stibbard. 15CW won the Vidler Shield for Age & Authenticity.



James & Sue Chung won the Pre-war trophy with their 1939 Wraith, WEC46.



Adrian Akhurst and Diana Provan's Silver Ghost, 76JG which won the Pre-Ghost and Silver Ghost Trophy.



Carol van der Pennen's 1937 20/25, GUN26.

Chassis 2242 - Back on the Road



Julian McNeill, a veteran car enthusiast from Adelaide, is the new owner of the 1913 Silver Ghost chassis 2242, and displayed the car at Hahndorf. It had been idle for many years and following a repaint, new tyres and a thorough recommissioning it is now back on the road. It was originally fitted with a Barker four-door touring body and had been owned by the same Queensland family since the 1920s. The car is now fitted with Roi-des-Belges coachwork fitted at the time of its restoration nearly 40 years ago.

Found and Saved – The Story of GSK49

Mark Roberts

Back in January 2003, the Goulburn Post headlined: 'Firefighters were swirling around a small farming property North of Furness NSW'.

The property was owned by Ray Millington and the flames burned their way right up to his door.

Inside his machinery shed languished 1925 Rolls-Royce 20hp GSK49 Mann Egerton 'High-Top' Saloon.

Luckily, it survived.



Purchased back in 1977, Ray used the car sparingly during his ownership. According to Tom Clake, the last time he saw the car was at Leura during the 1992 RROCA Federal Rally.

Our family has enjoyed 1923 Rolls-Royce 20hp GF63 since 1984. She's a wonderful old car. Despite not making the Mt Gambier Rally late last year, we did drive her cross country from the Adelaide Hills to Canberra and return early last year for the 2022 RROCSA Federal Rally.

We were fortunate enough to find and recommission 1929 Rolls-Royce 20/25 GXO21 back in 2015. One of the earliest examples ever made. This car certainly went (and stopped) well, but the low roof line of the English Coachwork combined with a 'fixed-seat' driving position made it impossible for me to drive comfortably. That issue, combined with a new business venture requiring some capital funding, meant that it had to go. She found new custodians with Brian and Vicki Head in Victoria through Shannons in early 2018.

The conundrum: I've now experienced a pre-war Rolls-Royce with a closed body, a 4-speed gearbox and 4-wheel brakes. Finding a Small horsepower Rolls-Royce with coachwork designed to cater a well-built bloke like 'yours truly' to fit comfortably in is very difficult to find. Closed coachwork with division was out of the question. Phantom I's and Phantom II's were briefly considered; but my knowledge of the small hp chassis kept swaying me back towards this model.

Initially designed by Derby to be an even smaller (and economical) RR Chassis, the 'Peregrine', or Bentley 3½ or 4¼'s (as they became known to be), are even tighter inside. The extra performance of these stunning looking cars will always remain an attraction for me though.



Our first glimpse of GSK49 at Kurrajong NSW on 6th November, 2022.



Ray standing next to his car on November 6th, 2022. Aged 86.



Original, but never cared for unfortunately.

Back to a 20/25 then, but where does one find a 20/25 Sports Saloon with sliding bucket seats and wide opening suicide doors? All current Australian custodians fiercely covert them and they rarely come up for sale. Importing one, especially sight unseen, is fraught with potential spiralling costs and disappointment.

Rolls-Royce & Bentley in the Sunburn Country by Tom Clarke & David Neeley. My first glimpse of GSK49 was on page 159. Hang on a moment, that looks like an original owner driver saloon, with plenty of head room and yes, I can see them, bucket seats! I always loved the look of this car, which for years had been hidden away in the machinery shed of the elusive Ray Millington. A solitary person of gentle nature; Ray certainly lived an eclectic life of collecting and saving fine pieces of engineering, with 1925 GSK49, being no exception. Ray also owned a couple of Bentley Mk VI's and a 25/30 along the way, so he was certainly no stranger to fine motor cars.

NSW Branch magazine, London & Derby July 2022. A small advertisement was noticed by Rory Poland who kindly made Catrina and I aware of it. We sent an email, but there was no response. I sent another a few weeks later, and yes, the car was still there with an apology for not replying earlier. Moves were being made to transition Ray, now 86, out of his property, donating his collection of Sunshine Harvesters to the Goulburn Museum and finally extracting the car so it could be viewed by potential interested parties. Weeks went by and Ray's son In-law David made contact again explaining that he'd broken his ankle and things had stalled. 'No worries, let us know when you're ready, there's no hurry etc.' Finally, the car was now in a shed at Kurrajong, Northwest of Sydney. Photos were shared, but GSK49 no longer looked like the sparkling gem as depicted in *Sunburnt Country*. It all seemed to be there though, so plane tickets were booked and Catrina and I flew out to Sydney the next day!

What can I say, our excitement soon turned to mild disappointment when Catrina and I first saw the car 'in the metal' sitting forlornly in the shed. Harking back to the resurrection of GXO21, I said to Catrina "oh no, not again", not wanting to go through all that hard work and solitary hours spent in the shed again.

In that moment Catrina and I put our emotions to one aside... let's look at this car now as if we were buying it on behalf of someone else. If no good, we could always walk away. I jumped up on the running board, grabbed the inside windowsill and rocked the hell out of from side to side. Good start I thought, as the body didn't lift up and peel off the chassis with me laying underneath of it! All the doors were opened and closed with a firm 'clunk' to ensure no windows, termites or rotten timber fell out on the ground either. All the interior, trim, handles, windscreen fittings were present including the stunning light fittings, silk blinds and rope top hat holders... The dashboard was simply magnificent, very



Magnificent, original leather door trims.



New tyres were a bonus.

'steampunk' in style and much like being at the helm of Jules Verne's 'Nautilus'. I crawled underneath; all the leather gators were still in place and most importantly, nothing was missing with all the original chassis fitting and shock absorbers still in place. I had a problem with GXO21 where some of these components were missing, with no alternative but to have them made at great expense. It's important when looking at all pre-war Rolls-Royce cars to know that all these things are present. Speaking with another owner of 20hp recently, he was elated in sourcing the correct front axle for his car which had been languishing under fellow club members house for 50 years. Don't think components like this will just appear on eBay tomorrow, because missing them to begin with can stall a restoration and possibly delay progress for years!

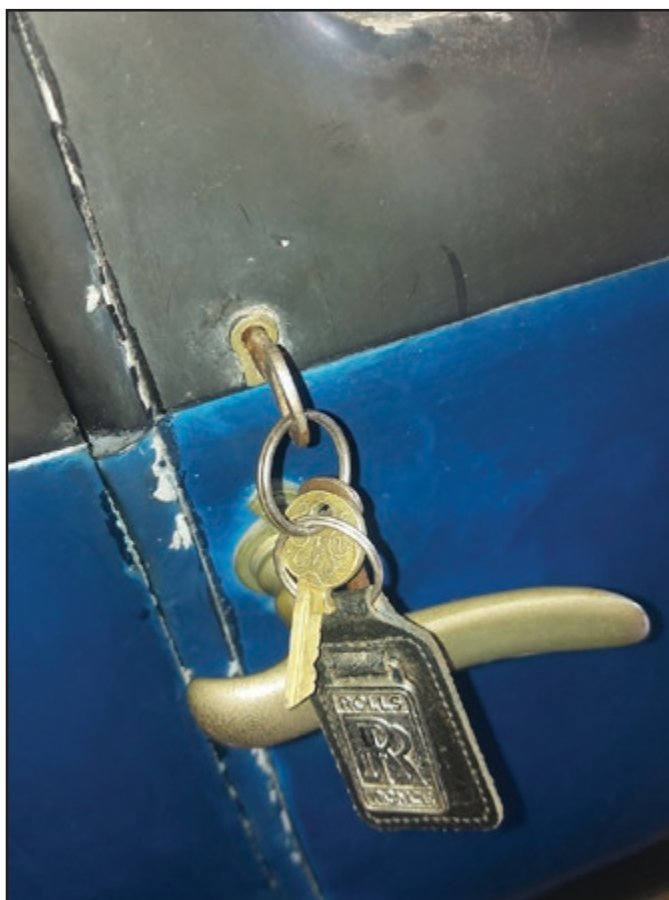
Purchased by Ray in 1977 and at one point used as a daily driver over the ensuing years; no one could say for certain when the engine oil was last changed, or when the car was last used. Ray couldn't remember either, but certainly not this century! Mileage is unknown but looking at wear on the pedals and aluminium heel plate, not a lot we suspect. Evidence of miles travelled on metal roads are evident though with considerable stone damage to the paint (or what's left of it) on the mudguards. The build-up of dirt, grease and general crud underneath would've weighed the poor thing down but did a great job at preserving everything otherwise. One thing was for certain though, Ray enjoyed owning this little car, so much so, that he wanted it to go to a good home. He had preserved it on his property in the best way that he could, although a putting cover over it may have been nice... More importantly though, his lack of fiddling meant the car was presented in as near original condition as I've ever seen any car, let alone a vintage Rolls-Royce. When checking the tool trays in the running board, Ray was mortified to noticed one small screwdriver was missing. We found it though, in a box with its handle broken off, but the two pieces kept together. Phew, I thought we may be turned away there for a moment and told not to come back until it was found!

Next challenge; fitting inside it comfortably. Not a problem. I've never seen an original body like this on a 20hp chassis before. Custom made by Mann Egerton & Co of Norwich UK, the coachwork has an unusually high roof line with bucket seats secured to running sliders to the front. It's actually very easy to get in the car from the drivers side by simply sliding the seat back, stepping up and in, then sliding the seat forwards again. Not only that, it's very pretty and being made of aluminium, as light as one can get with a body style like this. I've always been a fan of 'V' screens as well.

Under the bonnet, nothing had been touched or disturbed for years. Covered in grease with rat poo everywhere, we could see efforts had been recently made to spark life into the engine. The coil had been wired up with a jury rig and new sparkplugs fitted, but there was no water in the radiator, ignition leads were badly degraded and oil pretty much non-existent in the sump. It did turn over freely though, but with no compression. We were assured it did run but that was secondary to the soundness of the coachworks



Michelin Flirt jack, winding handle, wheel spanner, rubber mallet & oil gun all quietly slumbering.



Original keys. Ignition, bonnet, doors and tool compartment all accounted for.



The interior light doubles as a vent for cigar smoke. Note the wasp nest lurking in there.

wooden structure, which seemed solid and would be a monumental task to replace in this lifetime.

In the meantime, apologies were being made by Ray's family for the destruction of the battery box when loading the car on the truck for transport. 'No problem', I replied, 'as I have a brand new one of those sitting in my workshop!' I looked at Catrina and said, I think we might be buying a car today and just like that, the deal was done!

Ray had one last trick up his sleeve though. He grabbed a little 'T' handle tool, secured in the passenger side footwell and proceed to use it to unlock the floorboards and lift them out. Removing the rear seat cushion revealed a hidden compartment. Despite my eyes straining in the shadows, I couldn't see any misplaced Rolex watches or Grandma's lost jewellery...

The next day car was loaded up and arrived at our Mt Barker workshop a week later. That's when reality actually set in. Again, I turned to Catrina and said,

'what in the bloody hell have I done? Why did I do this? Don't worry I'll have it sold again by the end of the week!'

But what if we could get it to Hahndorf Rally, under its own power, in five months' time...



The Mann-Egerton advertisement from 1923.



As found the car was very solid and complete but after years of sitting idle, it was was in need of some serious care and attention.

The Great Gippsland Getaway

Ian Berg, with photos by Murray Stack and Karen Drysdale (Narkoojee Winery)



The impressive lineup at Narkoojee Winery.



The Great Gippsland Getaway, a 20-Ghost Rally with an invitation to the Rolls-Royce Owner's Club.

Gippsland is a bit of a secret for interesting places to visit. It also benefits from great scenery and a multitude of quiet rural roads. Greg Wayman and I were looking for a place to run a four-day rally, and feedback from recent rallies held by the Veteran Car Club and also the Model T Ford Club suggested Warragul as a suitable headquarters. We chose the Mercure Hotel for the accommodation; it provided safe undercover parking and was located right in the heart of town, close to all facilities such as restaurants and shops.

In all we had 40 people with 16 Rolls-Royces and 2 Bentleys at the event which we opened up to all members of the RROC who had pre-war cars. Robyn and Keith Drew joined us from Tasmania in their Bentley for the event and it was great to see them once again.

We met at the Pelican Café at Tooradin and then drove on to Loch which is a delightful county town with a real village like feel to it. The ladies at the Loch Bowling Club provided a wonderful lunch and we then toured on and visited the Holden Museum at Trafalgar. This is a pretty amazing place which is run by volunteers and seems to be growing all the time. The next day was a coastal tour and lunch at the historic Kilcunda Ocean

View Hotel which opened especially for us. That night we filled out a local family run Vietnamese restaurant in Warragul which provided a superb banquet for what was the main rally dinner. The Power Tour was the big driving day and included a visit to the Old Brown Coal Mine Museum in Yallourn, another volunteer museum dedicated to preserving the local history and heritage of the power station and the broader area, followed by an outstanding lunch at the picturesque Narkoojee Winery outside Traralgon. The views of the Yallourn Power Station and coal mine are quite extraordinary, but who knows how long these stations will remain? Our final day was to the Yarra Valley and light pizza lunch at Many Hands Winery before all departed for home. Once again, the roads were fabulous.

Greg and I were pretty pleased with the way this event turned out. It was not too hot, even though it was still in February, and we experienced some of the best driving roads that Victoria has to offer. The number of people and cars was just right and there was plenty to see and do. A neat aspect of the rally was that we managed to support the local community, a community that in recent times has seen some difficult times. Making it an invitation event to the RROC was also well received, and we will likely repeat such an event in the future.



Entry List	Year	Model	Chassis
Noel & John Baker	1927	New Phantom	85RF
Robert & Anne Banks-Smith	1922	Silver Ghost	6PG
Ian & Sue Berg	1934	20/25hp	GWE16
George & Sue Blemkhorn	1936	25/30hp	GGM10
Byron & Audrey Dobson	1924	Silver Ghost	103 EM
Keith & Robyn Drew	1935	Bentley	
Brian & Vicky Head	1929	20/25hp	GK021
Bruce & Mary Humphries	1939	Wraith	WHC36
Anthony James & Carolyn Kennett	1927	New Phantom	60RF
Peter Jordan-Hill & Mark Herbstreit	1934	20/25hp	GYD29
Peter and Barbar McBeth	1926	20hp	GOK69
Alan & Kay Maden	1932	Phantom II	65LK
Steve and Diane Maden		Modern	
Neil & Loius Matthews	1924	20hp	GRK81
Ralph & Marg Plarre	1935	Bentley	
Ken Redford & Linda Kelly		Modern	
John & Helen Reis		Modern	
Ruth & Tim Roberts	1922	Silver Ghost	70SG
Ken Russell		Modern	
Murray & Christine Stack	1938	25/30hp	GCR45
Neil & Glenys Walker	1920	Silver Ghost	154BW
Greg Wayman	1928	20hp	GYL74



Byron and Audrey Dobson's Silver Ghost departing Narkoojee.



Our meeting point was at the Pelican Café at Tooradin.



Margaret and Ralph Plarre 3½ litre Bentley.



The car park outside the Loch Bowling Club.



Brian and Vicky Head arriving at Narkoojee in the 20/25.



A wonderful sandwich spread provided by the ladies from the Bowling Club.



Neil & Glenys Walker Silver Ghost.



Carolyn Kennett, Anthony James, Chris Stack and Robyn Drew at the day's start.



The car park at the Old Power Station Museum at Yallourn North Museum awash with proper cars.



The carpark outside the Ocean View Hotel at Kilkunda.



The 20/25 of Brian and Vicky Head alongside Alan and Kay Maden's Phantom II. It was the first time at a Club event for Brian and Vicky.



The Ocean View Hotel opened especially for us: Byron and Audrey Dobson, Neil and Glenys Walker.



Murray and Christine Stacks 25/30 at the Miner's View lookout.



The 20hp of Neil and Louise Matthews Kilkunda.



Ian Berg and Greg Wayman at the Whitegrain, a family Vietnamese restaurant.



An excellent meal was enjoyed by all of us at Narkoojee.



The tables where a pizza lunch was enjoyed by all.



Our last lunch stop was at the Many Hands Winery in the Yarra Valley.



An Unusual Twenty Reappears

Ian Berg

The 1925 Roll-Royce 20hp chassis GLK57 was sold in a clearing sale at Dartmoor in Victoria during 2014 along with a Phantom I chassis 59NC. Both cars belonged to the late Edward Spencer. GLK57 then disappeared but has now resurfaced and can be seen on the *Unique Cars* website where it is for sale in Western Australia.

Originally bodied by Windovers GLK57, like so many vintage cars, was re-purposed into a utility. The accompanying photographs of the car as a utility were taken by the late Wally Vears, a founder of the RROC (Victoria). Wally photographed any early Rolls-Royce he came across in the 1950s and 1960s and recorded the cars by year, model and chassis number. Much of his work informed Tom Clarke and David Neeley's *Rolls-Royce and Bentley in the Sunburnt Country* which was published in 1999.

And while such a utility conversion would not happen now, the earlier pictures of GLK57 suggest quite a useful and even appealing transformation. Less so is the re-created skiff body now fitted which was constructed many years ago, the utility body having been removed in the mid-1960s. Maybe the car is destined for another re-body in the future.



The Twenty and the Phantom at the 2014 clearing sale. Does anyone know the current whereabouts of the Phantom?



Phantoms - Spoilt for Choice

Ian Berg

While not having the celebrity of a Silver Ghost, the New Phantom (Phantom I) and its successor the Phantom II were powerful, comfortable and very capable cars. There are a number of interesting ones available as we go to print, and considering replacement and restoration costs they represent opportunities for those

wanting to re-configure their collection or start off in the hobby with a large horsepower Rolls-Royce. Here are some very elegant examples ranging from projects to cars that are tour ready, or cars that could be suitable for the concours circuit.

1925 Phantom I, 10LC

The late Peter Crauford imported this largely original Sedan de Ville by Barker & Co some years ago, and we saw it on a number of 20-Ghost tours. It is pictured at the Nagambie tour in 2017.

Peter always had an interest in originality and interesting coachwork, and this car reflects that in spades. David Ekberg has the car for sale at his dealership in Melbourne and as he says the costs and aggravation to import a car like this today would be prohibitive. The same could be said for any of the cars listed here and hence all of them represent opportunities to obtain high quality cars very well suited to 20-Ghost events.



1927 Phantom I, 60RF

Imported into Australia in the 1930s, the car was re-bodied by Martin & King as a limousine for use by Melbourne City Motors. It is a sister car to the Phantom I (103HC) of David Furness in Adelaide who had his car on the recent RROC Federal rally at Hahndorf. Club member Anthony James has campaigned 60RF for years and it has been a regular on 20-Ghost tours, including the Nagambie rally of 2017 where it is pictured.

Contact Anthony James, 0418 124 302



1927 Phantom I, S86PM

This Springfield Phantom I is fitted with original Brewster limousine coachwork and is in unrestored but very sound condition. The first owner was Mrs Augustine Busch of the Anhauser-Busch Budweiser Beer brewers. Springfield built cars had a number of differences to the Derby equivalents such as the provision of spring-loaded bumpers and numerous other features. The condition of this Phantom is testament to the quality of the American cars. The car was imported into Australia some years ago, remains left hand drive and has recently been fully recommissioned.

Contact Robert Beardslea, 0427 452 388.



1929 Phantom II, 74WJ

Originally a Scottish car, this 1929 Phantom I spent many years in Canada and was imported into Australia in 2017 by a Queensland enthusiast. A particularly attractive example, the coachwork is a Sedan de Ville by Thrupp & Maberly.

Contact Chris Sorenson, 0427 244 847.



1931 Phantom II, 19JS

This car belongs to a Victorian enthusiast and has been comprehensively restored and maintained over recent years, winning the 2022 RROC Federal Concourse at Canberra. It too is a Sedan de Ville, but with coachwork by Hooper. Imported into Australia in 1933, the car has been well known in Rolls-Royce circles for many years.

Contact Ken King, 0407 870 833.



1925 Phantom I, 12RC

Not so elegant at present is chassis 12RC. Just out of storage, it has been unused since the late 1960s or early 1970s. This car is a very early Phantom and was advertised in *Just Cars* where it sold quickly. Needing a full restoration, it is also possible that the new owner may rebody the car. The Phantom, originally a Mulliner Weymann saloon, was imported into Australia in the 1930s where it was rebodied by Martin & King. At some stage the rear of the body was modified but could possibly be restored to the original Martin & King configuration if desired.

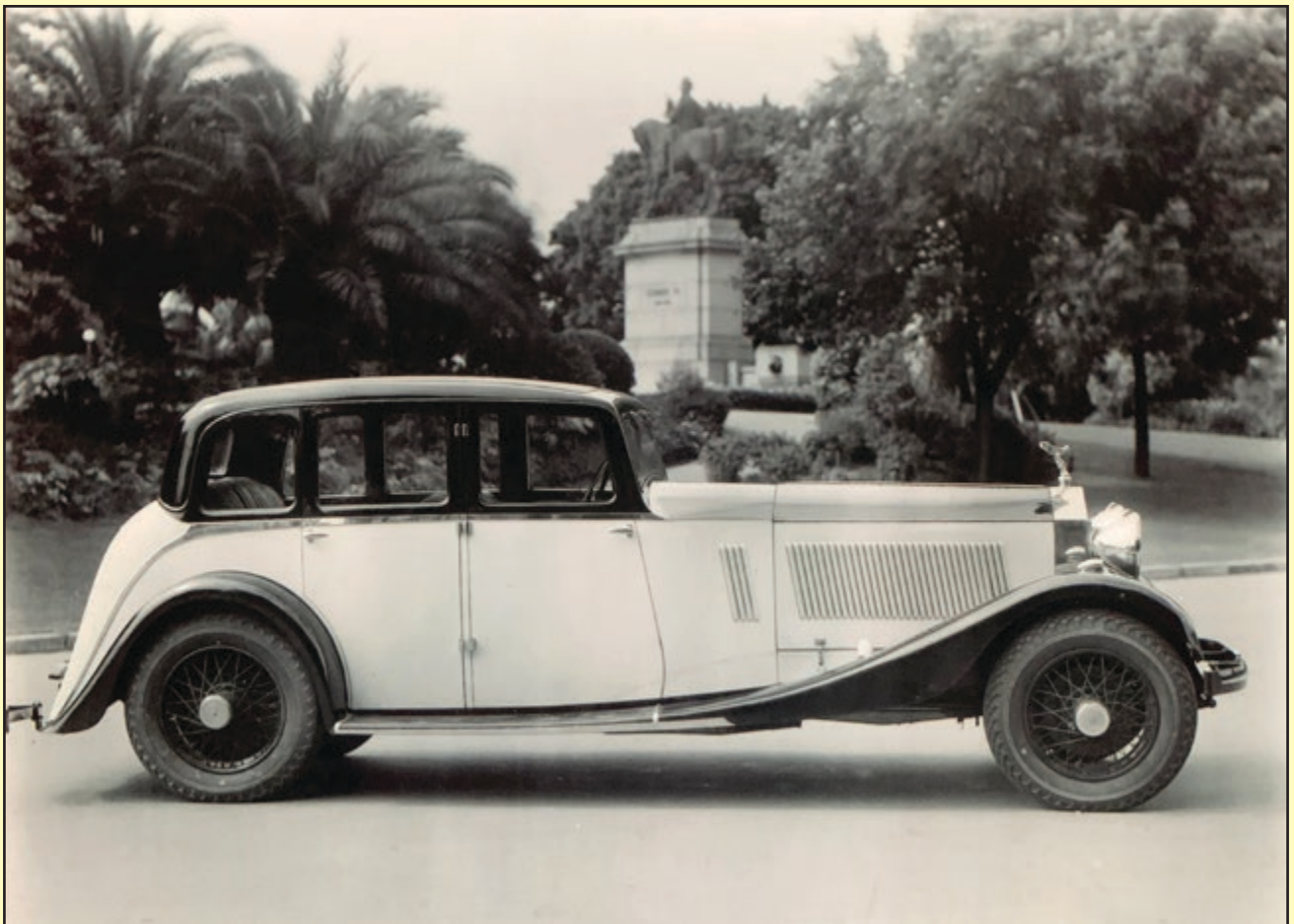


Chassis 12RC is pictured when in use on RROC club runs during the late 1950s or early 1960s.



The earlier images of the car were taken in the 1930s and may well be Martin & King publicity shots. The relatively low sporting profile of the saloon body suggests the coachwork was designed for an owner driver, rather than the car being destined for limousine service. These photos are courteous of the SHRF and Nick Lang.





Phantom III Cars in Australia between 1936 and 2021 - Part 9

Steve Stuckey

Steve continues with part 9 of the Australian Phantom III Rolls-Royces.

No. 29, Chassis 3AZ210, in Australia from August 1995 to the mid-20 teens

Ordered and delivered through the Rolls-Royce Paris agent, Franco-Britannic Autos, this chassis left the factory on 26 October 1936 and was sent to Barker. The coachbuilder erected a one-off saloon with division body, finished in black with a cream bonnet. The complete car was delivered on 13 May 1937 in



3AZ210, Jorge Fernandez's magnificent Barker saloon with division at the "10-10-10" show in Manly, Sydney in October 2010 (Stuckey photo).

No. 30, Chassis 3AX193, in Australia from 1997 to 2003

Another car imported by Jorge Fernandez, this James Young drophead sedan coupé was delivered on 20 April 1937, painted black with a black hood and blue leather upholstery. Its first owner was Samuel John Harris (born 1875) of Surrey. Harris was a prolific customer for Rolls-Royce, owning at least three



3AX193, the James Young drophead sedan coupé whilst in Germany (Klaus-Josef Roßfeldt photo).

Cap d'Antibes in France to Commodore Louis Dudley Beaumont (1857-1942), an expat American who also had residences in Paris, Florida and New York. He had previously owned four Rolls-Royce and two Derby Bentley cars. Shipped to New York on 12 December 1939, this special car was in at least two large Americans collections between 1971 and August 1995, when it was imported to Sydney by Jorge Fernandez. Jorge took the car to his home country of Spain in the early 2000s, and it is reported still in his estate after he passed away in 2019.



3AZ210 again, this time showing the ingenious insect screen that winds out with the lower edge of the windscreen in those hot French Riviera summers. Note also the ebonised dash treatment (Stuckey photo).

second-hand Silver Ghosts, and three New Phantoms new, two Phantom IIs, two 20/25s a Bentley 4¼, and seven post-war Bentleys. He sold 3AX193 in April 1938. After some years in French, British and German collections, it was brought into Australia in 1997 (and registered UYU-780 in Sydney). In 2003 it was sold to the Blackhawk Collection in the US, and then to the Imperial Palace Harrah Collection. By 2010 it was restored and was sold to two Chinese owners in 2016.

No. 31, Chassis 3CP170, in Australia from 1997 to now

Hooper and Co. built a sedanca de ville body on this chassis, which was sent off test on 15 July 1937. It was delivered in September that year to Mrs Olive Florence Tudor-Hart (1900-1954), wife of William (1884-1941 when he died on active service) of London W1. Mrs Tudor-Hart also owned 25/30 GXM10 and she would sell her Phantom III in March 1944 for £1,850. In the USA from 1970, 3CP170 was sold in 1997 by enthusiastic owner and dealer Mike Cicora to Patrick Furlong of Australia. It has been owned by Peter Willcox since March 2013.



3CP170, Peter Willcox's Hooper sedanca de ville (Stuckey photo).

No. 32, Chassis 3AZ102, in Australia from 1999 to now

This chassis, completed in July 1936, carried a standard Hooper limousine body finished in dark blue over black with a fine white picking-out line. It was delivered to ship owner Joseph Henry Jacobs (1868-1949) of Buckinghamshire. He traded in his New Phantom 90EF (a Windovers landaulette) for £275. The car made appearances in the 1956 movie "Up in the World" and in 1957 in "Quartermass 2". By 1981 the body had been removed and the chassis shortened. Its engine is now in 3BT51 in New Zealand. In Australia since at least 1999 it was with Gavin Sandford-Morgan and Trevor Eastwood in SA and is now reported in Perth. It has been fitted with a Merlin aircraft engine.



3AZ102, a shortened chassis fitted with a Rolls-Royce Merlin engine in South Australia (internet photo).

No. 33, Chassis 3CM35, in Australia from 1999 to now

This H J Mulliner limousine de ville was finished in black cellulose when delivered in November 1937 to Martin de Selincourt of London (1864-1950) as his sixth Rolls-Royce; he also owned a Derby 3½. He traded in B99BN and Phantom II 120MY (a Barker sedanca de ville) to Jack Barclays for £1,600 towards 3CM35. It was the first Phantom III chassis with the petrol pump moved from under the bonnet to the rear of the chassis (to overcome chronic fuel vapourisation problems) and with a rubber-mounted rear axle. By 1974 the car was in the USA and in July 1999 it was sold to Australia, to Philip Dickinson. Work was done to reframe the body, but for years the uncompleted car was stored under a tarpaulin outside at Woods & Woods of the NSW Central Coast. I last heard of the car in 2018 when further efforts were made to contact the owner, without success, although I understand that the car is now at least inside, in storage.



3CM35, a beautiful H J Mulliner limousine de ville, a replica of the coachbuilder's 1937 Earls Court show car, 3CP172 (Stuckey archive).



3CM35, this same body during its reframing in Woy Woy, NSW. Regrettably this car may now not be salvageable (photo care of Phil Dickinson).

No. 34, Chassis 3AX71, in Australia from 2003 to now

This Gurney Nutting sedanca de ville was one of a number to this "Villa" design by J Gurney Nutting. It was despatched from the factory on 9 November 1936; the coachbuilder finished it in black with fine red lines, with brown leather to the front compartment and fawn cloth to the rear. H R Owen Ltd allocated the car to two potential owners, neither of whom took it. So, on 4 August 1937 it was delivered to George

Gee (1888-1943) of London and Sussex, Managing Director of a building firm. Gee had previously owned a New Phantom by H J Mulliner, and two Phantom IIs by Gurney Nutting; along with 3AX71 he also owned Gurney Nutting Wraith sedanca WRB45. After a number of UK owners the car was sold to the USA in 1985. At some time fitted with a B-81 engine the car was imported into Australia by Terry Shipard of South Australia in 2003; I understand that Terry still owns the car.



3AX71, a Gurney Nutting "Villa" sedanca de ville body, with Terry Shipard in South Australia since 2003 (photo care of Terry Shipard).

For Sale and Wanted

FOR SALE

1924 Rolls-Royce 20hp chassis GMK62.

The car is currently fitted with an open tourer body from a Hispano Suiza and is in sound mechanical condition having been owned and restored by me over a 10 year period. It does not have a tool kit but does come with the starter handle and wheel spanner. Unregistered but totally operational and nothing to spend.

The vehicle has a long history in Australia including original ownership of Sir Alexander McCormack who is credited with the creation of the Sydney to Hobart Yacht Race.

\$65,000.00, Contact: Steve Wasley

Mobile: 0488 407 848 Email: stevewasley@outlook.com



WANTED

Parts for 1923 20hp:

- complete set of radiator shutters with frame
- shutter dash control mechanism
- starting handle tube (either E51338a or E51828a).
- starting plate cover (E51808).

Contact: Hugh Morrow

Mobile: 0411 477 487

Email: hugh@iconic.com.au



STARTING HANDLE.



Out & About

Ian Berg

Here is a compilation of photos of members and cars enjoying a number of events in Victoria, New South Wales and Western Australia over the last few months.



Peter and Barb McBeth had their 1935 20/25 GPG23 on display at the Flinders Motoring Heritage event held over Easter.



Kalorama is an event in Victoria, held in March, that always a good representation of early cars. Peter Jordon Hill has his 20/25, GNS60, on display and in the background can be seen Ruth and Tim Roberts Silver Ghost.



Also on display at Flinders was Kevin Kane's 1932 20/25 GHW8.



Keith Mortimer also had his 20/25, chassis GAE29, at Kalorama.



Seen at the RROC Western Australia concours was the 25/30 formerly owned by David Bailie from Shepparton. It has been acquired by a Western Australian enthusiast.



The Sydney Harbour Concours was held in May and David Phillips and Fenella Stibbard's 'Nareeb Ghost' 1920 Rolls-Royce chassis 15CW won the Heritage Best in Show Pre-War award at the event.



The photo of the very early Silver Ghost on the back cover of the Winter edition of the Gazette has been identified! Tom Clarke has researched it in depth and advises it is chassis 60588. The car was owned originally by BN Duke of New York. Notable is the unusual black-painted radiator which assisted in the car's identification. Here is a second photo of the car taken at the same time, also courtesy of Jason Palmer.