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ISSUE 18



20-GHOST GAZETTE

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



The 20-Ghost Club Australian Chapter Incorporated

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

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

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

Club Mailing Address

14 Hoyt Street, Hampton, Victoria 3188, Australia.

Committee and Appointments

- President:** **Rory Poland**
e: polandonhigh@optusnet.com.au
t: 0422 163 827
- Vice President:** **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: blenkhorg@gmail.com
t: 0429 139 902
- Mick Matheson**
e: mick@phantom2.com.au
t: 0415 666 147
- Michael Henningsen**
e: michael@michaelhenningsen.com.au
t: 0418 818 767
- 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*.

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Contents

Chairman's Report.....	4
Editorial.....	4
New Members, New Cars.....	5
Why Would You Buy a Rolls-Royce?.....	6
They Keep Turning Up.....	12
Hahndorf - March 2023? Part 2 of	
Found and Saved, The Story of GSK49.....	13
20-Ghost Club Tour to the Light Horse	
Museum June 2023.....	18
The Rise and Fall, and Rise again of 34YG.....	21
Phantom III Cars in Australia between	
1936 and 2021 - Part 10.....	24

Out & About

In July, a winter tour and luncheon organised by Rory Poland was held in the Adelaide Hills. Three proper cars came along and in attendance were:

Michael Henningsen, Rory Poland, James and Susan Chung, Marilyn and David Forward, Mark Roberts and Catrina Kiel, David and Marie Furniss, Michael and Maureen Gannon, Ric and Toni Ghion, Carol Van der Pennen, Bob and Joan Timperley.



The Twenty of Mark and Catrina alongside the Michael Gannon's 25/30 and Marilyn and David Forward's Silver Ghost.



Coming Events

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: noelfbaker@yahoo.com.au
November 26, 2023	Christmas Lunch South Australia, Pike & Joyce Winery, Lenswood	Director: Rory Poland Phone: 0422 163 827 Email: polandonhigh@optusnet.com.au
TBA	Christmas Lunch Victoria, New South Wales, Queensland	
March 5 - 8, 2024	20-Ghost Getaway, Mornington Peninsula	Directors: Ian Berg Phone: 0419 364 427 Email: bergathol@gmail.com Greg Wayman Phone: 0402 009 901 Email: greg.wayman13@gmail.com

The 20-Ghost Getaway to the Mornington Peninsula

This event will be held from March 5th to the 8th, and we will be staying at Flinders, one of Victoria's most delightful seaside fishing and tourist villages.

The rally will be a relaxed affair and we expect to tour to Portsea/Sorrento including a visit to Point Nepean as well as spending time in a number of destinations and attractions on the Peninsula. There may even be an Alpine-style challenge included in the event!

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

Flinders Hotel contact Rebecca DiBattista:

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

Further details and entry forms will be provided by email soon.

Enquiries to

Ian Berg (0419 364 427)

or Greg Wayman (0402 009 901)



Front Cover:

Looking pretty menacing is the big black Phantom I of John and Helen Reis who attended the Light Horse Museum visit in April. The car is chassis 44EF, a 1927 model imported into Australia and rebodied by Martin & King in 1934 and notable for the original Grebel headlights. See article on the visit page 18.

Chairman's Report

With the cold winter months slowly moving behind us we will soon be able to get our cars out to enjoy again.

The Milawa National Tour is soon to become a reality. Bruce and Noel are putting the final touches to what will be a fabulous touring event. It is pleasing to see that we have representatives from all states coming to Milawa. Currently we have approximately 82 members attending with a fine range of 40 pre-war Rolls Royce. While the event is currently fully booked, should you now decide you would like to participate please keep in touch with me as a vacancy may become available and I am monitoring the accommodation. The AGM will be held on the Friday afternoon, and all members are invited to attend even if not attending the rally.

Moving forward your committee is looking to organise several day runs as well as the Annual Christmas Lunches which you will be advised of shortly. In 2024 we are currently planning a four-day run to the Mornington Peninsula in early March, as well as an Eastern Tour in New South Wales on a date to be advised.

We welcome Marni Roberts with a 20hp to the Club. Marni has recently re-purchased the family car belonging to her late father Ted Spencer. Paul Daley has recently purchased the 20hp formerly belonging to the Turner Foundation.

We try to keep the Club Register of cars always updated, but this is an impossible task unless a member advises Bruce Humphries when a vehicle that they own changes hands, or another is acquired. Please advise Bruce of any changes to vehicles or contact information. Your cooperation would be greatly appreciated.

It has been reported that our long-standing member George Forbes has not been enjoying good health in recent times and we wish him a speedy recovery and hope to see the red skiff-bodied 20hp out again shortly.

Rory Poland, Chairman



Editorial

This issue of the *Gazette* has some very interesting articles, and I thank Graeme Simpson for his which I originally spotted in another car club magazine, and subsequently was able to source some additional photos from that great resource the Sir Henry Royce Foundation. My thanks also to Mark and Catrina Roberts who have clearly enjoyed the recommissioning process while bringing back to life their Twenty after years of storage. And finally, to Achalen Holmes for the restoration story of a very interesting Silver Ghost 34YG. Achalen has several projects in play, and I expect we will hear more about them in the future.

The debate over artificial intelligence and its impact in the creative industry is getting a lot of publicity at present, with the potential for many roles to be replaced by AI generated writing and images. So just for fun, I thought I would see what I could do with some AI generated images. Let's go straight to the conclusion - for quite some time yet, the *20-Ghost Gazette* will continue to include photographs taken by a real people.

The pictures below are of vintage Rolls-Royces and were generated by Bing Image Creator, a Microsoft product. It's a simple-to-use tool which scours the internet finding stock images from which it creates a unique, detailed and realistic image based on your prompt. Think of it as a Google search for images, with the quality of the outcome dependent on the detail and quality of the search. It then takes the extra step of composing a unique image based on the findings.

So here are the results. Not quite there yet, but you can see the results are certainly detailed and in high resolution. No doubt a skilled practitioner could do a lot better, and as more and more photographs are uploaded to the web; the results will get better and better. Maybe the next trial will be AI generated articles, ever in the quest to make my job easier!

Ian Berg, Editor



New Members, New Cars



We welcome Paul and Lena Daley from Victoria who recently acquired the 1925 Twenty chassis GSK34. This car was owned and restored by the late David Turner who commissioned a barrel-sided tourer body by Wilkinson of the UK during an exhaustive restoration.



In addition, new members Bruce Paton and Marnie Roberts from South Australia purchased GLK57, also a 1925 20hp. The car was at one time owned by Marnie's late father, Edward Spencer and features a wooden skiff body. See also '20-Ghost Gazette', Winter 2023.

Bob Roberts recently purchased the very early 20/25, chassis GTR5, a 1930 coupe with very unusual body by Park Ward. The car features helmet wings along with a delightful mechanism such that when opening the doors, the running boards fold out allowing easy access.

The car was acquired from Johnathon Wood in the UK who provided the photos, and Bob is currently arranging for shipment to Australia.

Why Would You Buy a Rolls-Royce?

Graeme Simpson



In Stuart's shed ≈1960, naked, between bodies. Photo supplied by Ian Berg.

At the 1948 Melbourne Motor Show, the star of the show for 13-year-old me was a new blue and silver Rolls-Royce Silver Wraith, with coachwork by HJ Mulliner. Memory is a bit vague, but I think the price was about £6,000 (\$12,000). The basic wage was about £4 (\$8) per week. Dad was a heavy smoker, something I could never understand and still don't. Having a curious sort of mind, I did a back-of-the-envelope calculation and to my horror realised that instead of smoking, Dad could have bought one and a half new Rolls-Royces. He was not at all amused with my comparison. I resolved then and there that I'd have a Rolls-Royce in preference to enriching WD & HO Wills, makers of Dad's 'Capstan' cigarettes. He once said that the Rolls-Royce was cheap to own: 'Petrol is cheap, but these cars are keepers – they don't wear out or depreciate like normal cars.' Not unnaturally, my young mind took this to mean that a Rolls-Royce would last forever.

Dad had emigrated from England to Australia in 1925 to become the Australian Agent for Bean cars, and to marry his Australian fiancée – later, my mother – whom he'd met on a promotional visit in 1923-24. He, Francis Birtles and 'Mr MH Ellis' took a Bean 13.9 HP prototype from Sydney to Darwin & back – the first south to north and return crossing of Australia. Throughout my adolescence Dad's history had sparked my interest in

cars and in the mid 1940s he was working with General Motors-Holdens on the new Australian car.

The Austin 7 I bought as my first car led me into the Austin 7 Club. Eighteen months later, Dodge Brothers had replaced Austin; one day Frank Hands jumped on the running board in Elizabeth Street and persuaded me to join the Vintage Drivers' Club. This Club broadened my car horizons: all sorts of makes appeared regularly at both meetings and events. Among them, several Rolls-Royces. John Stamp's Ghost with a Vauxhall body, Jim Cooper's Ghost, a nice old tourer from Gippsland, Stuart Middlehurst's 'New Phantom' with a body roughly transplanted from his 30hp Minerva.

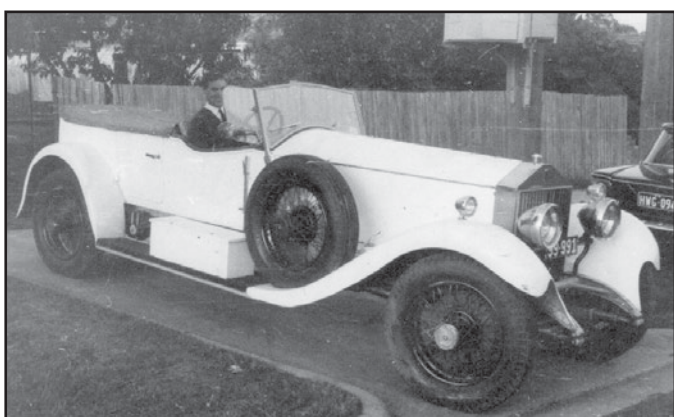
There was a sprinkling of the 20hps, one owned by Jim Kelso with two others, another became fitted up with Lindsay Cobb's Vermorel body, if memory is correct.

I was driving Dodge Brothers on a VDC night rally – it was raining mistily at one control point – and I arrived just as Stuart's car was pulling away. His car had no hood or side-curtains and I think it was being driven by young John Middlehurst. So I experienced this vision of Stuart in his light blue overalls, sitting damply in the back seat and apparently enjoying the whole experience, as the big car disappeared quietly into the rainy mist.

My memory of that atmospheric evening stayed with me and later, when VDC had a rally down to Warragul, I asked Stuart if I could have first option on the Phantom if he ever wanted to sell it. This was hugely optimistic, if not stupid – I'd given no thought to its price or to finding the cash to buy it. This, quite apart from the fact that Lynne and I had married and had a very young son - David. Pressures of my job, coupled with family and financial concerns drove the Phantom from my conscious thought until a couple of years later: I was in Sydney, and received a call from Stuart: 'Do you still want the Phantom? It will cost you £150 (\$300), it's registered for 11 months.'

I replied that I did, but simply couldn't afford it. His response to that was to invite me to pay for it when and how I could. Typically, generous of the man! I sounded out the price with a couple of owners, who thought it reasonable; Lynne was unsure of both the reasonableness and my sanity. But we finally agreed to go ahead, and Stuart delivered it to an address in Malvern for me to drive home.

One Monday morning I took public transport to Malvern and saw a very nice-looking Rolls-Royce Phantom II roadster in the driveway, alongside 'my' Phantom. The P-II owner offered to double my money if I'd leave my car with him, but I'd only just started on my Rolls-Royce journey and wasn't about to give up on it. I'd got my Rolls-Royce, admittedly not a new one, but WD & HO Wills would never get a brass razoo from me. I was somewhat intimidated by both the Phantom's size and its unfamiliarity – I'd not had a chance to drive it before I had to brave Melbourne's morning peak-hour traffic. Still, we arrived home to Strathmore in one piece on 17 December 1963.



First day home 1963.

The brakes were reassuring in comparison with Dodge Brothers, and the performance was interesting. Our second son Adrian had arrived by this time.

According to Rolls-Royce factory documents, in 1926 the 23-year-old daughter of the 7th Earl of Orkney, Lady Mary Fitzmaurice of Leighton Buzzard ordered the long-chassis 121YC to be fitted with a 2-seater Barker body (£1,850) with all brightwork in silver plate (extra cost £32-15s). In about 1929 it was traded back to Rolls-Royce Ltd for £185 by Lady Mary Gosling: Lady Mary

had married Mr. Edward Lambert Gosling in 1927. Lady Mary died in 1950 and Edward Gosling died in 1960.

I was told that the car had then been fitted with more formal coachwork in 1929 for vice-regal duties in India: this is unconfirmed.

In 1963, remnants of the silver plating could be seen on some fittings. At the time it was said that the car had by then covered about 600,000 miles. The wear on many elements suggested a large mileage, others maybe not quite. In about 1934 it had arrived in Melbourne as a bare chassis and was bought by City Motors of Flinders Lane. Martin & King fitted it with an undistinguished saloon body, similar to several others in the hire car trade, and it carried registration 156-054. This was reputedly the third body on the chassis, the second was the vice-regal body in India, which was said to have been dumped overboard on the voyage to Australia to avoid duty on the imported body. This may have been part of a Palfreyman syndicate transaction but is also unable to be confirmed.



The 1934 Martin & King body, from the book by Clarke & Neely: 'Rolls-Royce and Bentley in the Sunburnt Country'.

It is thought that City Motors disposed of the car during the 1950s. It had been re-registered (EG-212) from 1946, re-registered (SV-822) in 1950 and until 1955 was owned by Mrs Kerby, who parked 121YC in the pavilion at the end of St Kilda pier, where the salt air attacked the body and many aluminium and steel chassis components. John Griffiths bought the car in 1955 and scrapped the by now decrepit body, replacing it with the fourth 'body': a simple plywood construction which enabled the car to be driven. Stuart Middlehurst bought the car in 1958 and by 1961 this plywood structure had been replaced by the car's fifth body, a typically Australian close-coupled tourer from Stuart's 30hp Minerva.1 121YC now carried registration 99-991 from another of Stuart's cars. This Minerva had been bodied by Kellow-Falkiner, the Minerva (and Rolls-Royce) agents in Melbourne. Stuart's transplanted body carried its Minerva rear mudguards, but he 'd retained the 1934 Martin & King front guards and cut them back to appear more vintage.

In 1998, sometime after Stuart's death, the then owner of the Minerva (Ted Hazlett) found me and asked if he might view the body to take some measurements. He explored the body quite thoroughly and I took him for a short trip.

Quite early in my ownership I discovered why fuel economy was seldom discussed in Rolls-Royce circles. Eight to twelve miles per gallon (40 to 26 litres/100km). On a good day!!! And this was a very light New Phantom at 2-1/4 tons.

I joined the Rolls-Royce Owners' Club and participated in a few events, the most adventurous being a rally to Wagga Wagga, only six months and some 600 miles after 121YC came to us. Were we confident because it was a Rolls-Royce, or stupidly hopeful? In retrospect, in this brief time I'd had no cause to doubt its reliability, so with my two nephews Lynne and I set off. The 12-year-old youngsters had a ball, apparently even enjoying some time under the rear tonneau cover to dodge a bit of rain.

My main interest remained with the Vintage Driver's Club, and we used either or both the Phantom and Dodge Brothers at Kalorama and in many events in that first couple of years. I had to do some work on the electrical system and started to tidy up some elements of the bodywork. I acquired a 'Spirit of Ecstasy' radiator mascot from Ian Parfitt for \$10 and a bottle of Scotch; he'd lost-wax-cast the mascot in nickel-bronze from a borrowed original. I bought some workshop books and an illustrated parts list through the RROC. I sold a copy of this with the car, but still have the original.

In late 1964 we drove to Castlemaine to visit my school-mate John Yandell. I'd fitted a Lucas sports coil, a bit livelier than the non-original unit it replaced. Stuart had fitted two large 6-volt batteries connected in series with a short cable, but just a few miles before Castlemaine, one of the battery terminals had apparently come loose: there was a loud BANG from the engine room, but the engine still ran on the magneto - it was fitted with both magneto and coil ignition. Apparently, the Rolls-Royce generator had over-energised the primary coil winding, and the ribbed cast aluminium coil casing simply exploded, shattering the distributor cap. Luckily, I was able to find an original coil, and Kellow-Falkiner carried the distributor caps in stock.

Stuart's registration 99-991 expired just as the Victorian Government introduced 'Club Plates': they cost \$14 each car. I gave the original registration plates back to Stuart, as agreed. Ken Day serviced the speedometer and capillary thermometer instruments.

In September 1965 we moved to Sydney, following my job. The cavalcade of cars proceeded without problems until close to Holbrook, NSW, where a police patrol refused to recognise the Victorian club plates on the Dodge Brothers & Rolls-Royce: we were to be charged with driving unregistered vehicles. I successfully pleaded our case, and after buying two NSW 'permits to move' we proceeded to our new home in Wentworthville, near Parramatta. No shed, no garage, so all the cars - we'd bought a decrepit 1923 Elite and ditto 1928 Le Zèbre by then - were wrapped in car covers until I built a suitable garage and carport. When

both had been built, 121YC would sometimes pause in the carport to unload passengers. Lynne's car was a Fiat 500 Topolino. The pic shows the almost laughable contrast.



Both great driving cars, but could not be more different, 1966.

I joined Sydney's Vintage Motor Club, a small but very active and friendly club. We used Rolls-Royce on many rallies & tours in NSW, though I could seldom afford to fill the tank. I had our son David with me on one run South around Port Kembla, and knowing I was low on fuel, I decided to drain & clean the tank when we arrived home. A cupful of dirty petrol was all that exited: the vacuum tank got us home. The same David had earlier badly burned his hand when, out of curiosity, he touched the highly polished, but very hot copper exhaust pipe. A very painful lesson for us both.

When Melbourne family visited us in Wentworthville, this was a good excuse to go for a run.

In 1966 I was able to buy two new Olympic 7.00 x 21' tyres for \$19.85 each through a friend who had connections with the State Government purchasing office. Apparently, they carried these tyres in stock for an obscure, possibly obsolete gun carriage. Lucky me.

We'd often take both Rolls-Royce & Dodge Bros on weekend tours; Lynne drove either car, but preferred Dodge Bros - she was more familiar with it. Soon after arriving in Sydney our third and fourth sons arrived, Iain and Chris.

Rolls-Royce still had neither hood nor side-curtains, so we always had an eye to the weather; sometimes we had to take shelter under railway bridges or shop verandas if rain was too heavy. While driving, people in the front seat were fairly well protected by windscreen & wind deflectors, but rear passengers had only the option to get either wet, or under the tonneau cover.

Early on I'd decided to preserve the car as it was, rather than attempt any significant (read: expensive) restoration. But I continually improved its reliability and appearance where possible. Over time I completely re-wired it, reinstating the rather tedious steel cable conduits throughout the chassis. I fixed things that needed fixing, changed all the chassis lubrication points back to the original Enots capped heavy oil (not grease) fittings, and kept ahead of routine maintenance.

I look back fondly on the nine years we spent in Sydney, but they ended mid 1974, when we had another cavalcade back to Melbourne, properly authorised this time by 'permits to move' from both states. In that regard, progress has been made whereby all states' club plates are now recognised nationally.

Back in Melbourne our 5th and final child arrived, this time our daughter Beth. This happy event played no part in the failure of Stuart's muffler which he'd made from the copper casing of a large fire extinguisher. I was persuaded to fit a Volvo unit, which had the necessary 45° rear outlet to fit the tailpipe. Big mistake: the

pulsing from 6 large cylinders caused the muffler's flat rear panel to drum or vibrate so much that it blew out after too few miles. The whole exhaust system was not original, so I didn't bother to replace it with a genuine (reproduction) Rolls-Royce muffler. I found a large truck muffler that fit, and it was most effective.



Parading in Wagga Wagga with RROC, June 1964. Photo Supplied by SHRF.

In 1976 I found a pair of 'new old stock' headlight reflectors from a 1949 Bedford truck to sit inside of, and hide the originals, which had been badly damaged by a previous owner's insertion of 7' sealed beam headlights.

From 1976 to 1980 the car stayed with Stuart again during our absence in The Philippines for my work. During that 4 years I saw only one Rolls-Royce, a very rusty, bent and dilapidated early Silver Dawn, not running.

Back in Melbourne, Rolls-Royce was vandalised in 1981 in storage while our new home was being built. Damage was mostly superficial – stolen lights, horn & mirrors, all glasses broken, really most annoying. All insured, but I had to scratch around to find replacement parts. I took the opportunity to reinstate the bonnet locks and acquire a replica right-hand CAV tail-light to replace the stolen modern Bosch light. Jim Martin, who had a very nice Peerless, had made a small batch of these CAV lights, and later on I bought a left-hand CAV, both lights mounted correctly to the fuel tank. I hand-forged the mounting brackets from a pair of worn fan shafts from Fiat Topolini.

During the 1982 production of the TV drama 'Carson's Law', 121YC was used several times, sometimes with Dodge Brothers; the modest fees helped to pay the registrations.

I think all our four boys drove 121YC, at least in practice, but Iain was the one to take it seriously. He always brought his 'L' plates on outings, hoping that he'd be given the key. For all drivers new to the car, the right-hand gear-change lever with its socketed gate takes some getting used to. But the aim was to leave the passengers unaware of the changing of gears, as recommended in the *Rolls-Royce Notes for Chauffeurs*.



Iain on L-plates, 1983.

Having a little more cash, despite our now having five youngsters, I kept the Rolls-Royce and Dodge Bros car on full registration. One day in 1985 when Iain was out driving 121YC, he arrived home worried by a persistent tapping sound. On removing the cylinder head, we discovered that the gasket had failed in the number three cylinder adjacent to one of the studs. Apparently over some long time, the combustion gases had eroded or corroded the stud, so that it became wasp-waisted and finally broke. The top half (with nut) acted as a small piston, tapping away against the aluminium rocker cover, which fortunately was only bruised. So, both blocks off, rings and big-ends inspected but required

no action. The head was dressed to remove a slight bow, valves lapped, and all went back together nicely. I squared off the top of the broken stud (still fast in the crankcase), and cut a 3/8' UNF thread on it. Then I turned up a new top-half stud, bellied out at the bottom & tapped this 3/8' UNF to fit the new thread on the shortened stud. The repair accepted proof load. To buy or make a new stud would have been expensive: they extend to below the crankshaft centre.

In 1990 I thought it might be a good idea to recondition the harmonic balancing flywheel. The engine ran smoother, but I was startled with the cost. Rolls-Royce was scheduled to perform at David's wedding to Pauline, so we took advantage of this downtime to weld-repair some damage to one of the exhaust manifolds, lightly dress and paint the body panels, and polish the German silver and nickel plating. The whole family pitched in to help with the cleaning and polishing, including Pauline, bless her!



Dressed for the wedding 1990.

Around 2000-2001 I decided to reset the rear springs, because one had sagged more than the other. These were the original Jonas Woodhead springs with forged, not rolled eyes. We serviced the Hartford dampers at the same time, relined the rear brakes and dressed the heavily-ribbed drums. The front brake drums originally had been a simple deep-drawn steel pressing, similar to the Dodge. The New Phantom was Rolls-Royce's first front-braked chassis. It appears that the front brakes had been intended only to assist the rear brakes; perhaps there was not yet enough experience or appreciation of the forward weight transfer upon braking, particularly with the action of the Rolls-Royce mechanical servomotor. Later experience has indicated that the front brakes should be designed to support 60-70% of the braking load. Thus, the front drums had simply worn thin, so 1/4in thick, full-width steel bands had been welded around them. When I'd re-set all the brake & servo adjustments according to instruction, the braking inspired great confidence; the patching-bands did their job.

We used both cars for touring and many family days, also family and other weddings, and one enthusiastic wedding photographer suggested we make a business out of it and invited us to stage a promotional photograph.

We thought seriously about that but realised that this was not a direction we could pursue in fairness to our other commitments.

During 1998 I had to buy a pair of new tyres, and



The newly-weds' relief after the wedding guests had left

selected Michelin, which I'd used on our daily driver Fiats. These were expensive at \$784 each plus tubes but failed the tramline test: on the front wheels they were very reactive to such roadway features. But by 2004 I'd discovered eBay, and found a set of four nearly new Dunlop Superfort tyres from Switzerland, which cost me \$441 each duty paid. These were much more stable tyres, so the Michelins went to the spare wheels.

In early 1989 I'd had my neck broken in four places as a passenger in a car accident. This left me with decreased upper body strength and an inability to exercise that agility and strength with which I'd worked on the old cars. Rolls-Royce was still great fun to drive – comfortable, safe, and easy to handle - but I found working on it to be increasingly tough going. The determining moment came with a flat tyre: I could barely lift the spare out of the mudguard well. It was time to part company: for me, its use-by date had come. No doubt 121YC thought that my use-by date had come.

At auction in 2004 it was bought by a Rolls-Royce Museum in Dornbirn, Austria. I was sad to see it go after 41 years, but one has to get on with things. Occasionally I used to miss 121YC, but less frequently and less intensely as time went by. I have more than enough to fill my wants and needs, with my beloved Lynne, our loving and expanding extended family, and still with Dodge Brothers, Elite and Le Zèbre to fill in the occasional idle hour. And sometimes I can borrow Iain's Lancia Fulvia to blow away any cobwebs.

So how did my experience with 121YC stack up against my youthful expectations?

1. Petrol might have been cheap in 1923 as Dad had indicated to me in 1948, but it was not so during my ownership 1963-2004. On the other hand, my financial circumstances were (are!) quite removed from those perhaps enjoyed by a more typical Rolls-Royce owner.

2. On balance the car had survived remarkably well. The chassis had survived four or five known bodies, periods of hard usage and neglect, but was still eminently roadable throughout our ownership.

3. Front brakes aside, the design of the whole chassis displayed significant engineering integrity, extremely satisfying to work on, and even just to behold, for this mechanical engineer. I understand but disagree with some who have labelled Rolls-Royce cars 'a triumph of design over practicability'.

4. Steering and brakes were pleasant to experience, and the road-holding rather better than might be expected of a chassis designed for comfort. If need be, it could be readily moved from rest in fourth gear. If the battery was too flat to operate the starter, or for a trick to impress, it could often be started 'off the switch' – moving the spark timing lever smartly through its full travel would open the distributor points and so ignite the remnant mixture in a combustion chamber; the engine would simply start running.

When I was driving this car, the cachet of its being a Rolls-Royce became immaterial, though bystanders tended to gawk, and some would ask silly questions. This was a car we enjoyed in the driving of it. Being light, the performance was more interesting than that of similar chassis with the usual heavier coachwork –

some as heavy as three tons - and even surprised me at a couple of hill climbs organised by the Clubs. My driving was certainly a little more intense than 121YC was designed for, but naturally I was carefully prudent, wanting to preserve the car, not to have it explode in a blaze of glory.



A few people have asked whether driving the Rolls-Royce might have spoiled my pleasure in driving other cars. Well, no, it hasn't. When driving any car Dad always encouraged me to adopt (or at least to adapt to) its personality, to drive to its capability and to develop mine. With that mindset, driving almost any car can be pleasurable. If a car or situation is sometimes challenging, one is rewarded with even greater pleasure in meeting the challenge. It's a matter of allowing oneself to enjoy whatever comes along. During my National Service I 'enjoyed' driving tank recovery semi-trailers and White scout cars, among many others.

That's what my vintage life is all about.

But what a cracker of a car this was!

Graeme Simpson

January 2023

Left: Amaroo in NSW in 1967 (40.85; 39.91; 40.27; 39.87; 40.20 secs.)

They Keep Turning Up

Ian Berg

Thanks to John Witts for forwarding the photographs of what appears to be GF30, a 1923 Twenty, pictured at the Inverell Transport Museum. This is one we did not catch for our centenary book. Confusingly, it carries the chassis plate GNK60 but that car was wrecked in the UK and never came to Australia. The plate was probably affixed to GF30 by the late Harvey Waugh who owned this Twenty from the 1960s. Originally a Thrupp & Maberly cabriolet it was also a saloon at one

stage and when acquired by Harvey was a complete wreck. He restored it in one of his farm sheds including the rebody as the basic speedster you see now. David Davis recalls that Harvey Waugh was a member of a prosperous grazing family, run by his uncle Alan, who were customers of the Permanent Trustee Company of which David was Managing Director, and he built a couple of bodies for Rolls-Royces. David gave him parts for them from those left over from when his own Twenty 42G1 when it was rebodied in 1966. The windscreen on GF30 looks familiar. David remembers a call from Alan Waugh during a flood at the property at Goodawindi stating that he was in bed as water flowed through his house, during which he swore in no uncertain terms that a black snake swam through the front door and out the back door!



Hahndorf - March 2023? Part 2 of Found and Saved, The Story of GSK49

Mark and Catrina Roberts



Near side profile today.

Hahndorf - March 2023? Crikey, the car only arrived in South Australia mid-November 2022!

The townships of Mt Barker and Hahndorf are very close to each other; so, the decision was made to 'bite the bullet', rise to the challenge and get the car there. At the end of the day, Catrina and I had nothing to lose. Sometimes a looming deadline, like a Federal Rally, is exactly what's needed to focus and just get on with the job. Even if the car 'failed to proceed', at least we would both know that we'd done our very best to get her there.

At this point, we didn't even know if the engine would run...

Besides that, we had about 20 vans to deliver to their eager new owners before Christmas, which is our busiest time of the year. The days were also getting hotter, but what was really worrying me was my eyesight, which is not what it was even one year ago. To be honest, I was feeling very overwhelmed.

Where do I actually start? I wrote a list and then promptly screwed that up and threw it in the bin. Nigel Steele-Scott (42G7 & 53S7) then dropped past and couldn't believe his eyes. 'Where in the world did you get this thing' was his response, or words to that affect...

'It's good, she'll go, I'll help you'. Thank goodness for his encouragement in what was to become his twice weekly visits to hold a torch, grab a spanner or simply crack the whip! His knowledge and patience regarding anything Twenty will never be forgotten. Luckily, Nigel's house is only 10 minutes away from our workshop...

The engine turned over way too freely for my liking. No compression. It made no difference with or without sparkplugs fitted. As for oil pressure (using the crank handle) there simply wasn't any.

Are there even pistons in the cylinders? Shining the torch down the bores now; oh yeah, I can see them...

Nigel, Steve Wasley (GMK62 & GLK68) & Ric Gion (GAK57) all reiterated; 'these things don't need compression to run anyway'! No compression but where does the power come from? 'What power' was response!!! I walked into that one.

So we started. Ric loaned us the biggest gurney we've ever seen. Once we got it started, we could've easily blasted a fly off a wall from 20 paces. Everything regarding this sort of work goes downhill for me here. Some people enjoy the process of 'revealing' old cars like this, but I don't. Lying on one's back, on a 38-degree day cleaning the underside of this car simply wasn't my idea of fun. I'd rather just be driving the thing and enjoying a wine. Anyway, nearly 100 years of crud was gently removed; everything was there, undamaged, and able to be preserved; especially all the 'Jevons' leather spring gaiters. Not one 'Enots' grease nipple cap was missing either.

The bumper bars were tossed out. Ugly, heavy and very much an afterthought. Henry never approved of them anyway. After they were removed, it was like the car literally took a deep breath put her shoulders back and smiled. Her demeanor changed. Scary to talk about a car like this, but it's true. Cat will concur.

Cleaning, polishing, buffing continued unabated. Catrina's ability to revitalize the interior still amazes me

to this day. Using Purple Blue and '0000' steel wool, it took two days to gently polish the German Nickel silver radiator shell.

We named GSK49 'Alice' after the wife of its first owner Mrs Alice Pritchard. The car was delivered new, with its fine Mann Egerton coachwork, to Alice & William at their London hotel in early 1926 and then imported to Australia not long after that. William was the beneficiary of a large dairy farming enterprise near Nowra, NSW. After the death of his father in the early 1900's the entire holding was sold off for £100,000. That equates to about £15 million (\$28 million AUD) in today's money; so not too bad an effort.

Fellow club members, Adrian & Dianne Ackhurst (initially with 76A5, but now with a Ghost). Adrian kindly fitted the new tires for us and had the squabs of the front seats recovered with correctly match aged leather. Adrian's local business, AA Automotive, has been embraced by many Rolls-Royce enthusiasts here in SA, particularly those with pre-war relics like ours. 'AA' refers to Adrian's initials, not the other and more likely reference.

Two things needed our immediate focus and priority: reviving the wiring and getting the engine running.

The wiring. Oooh dear, the wiring. I've done this before on 1929 Rolls-Royce 20/25 GXO21. Brian and Vicki Head must marvel at my handy work to this day on that car. David Axe, who's rewired two 20/25's in the past, once said to me; 'don't cut corners and do it properly'. Yes Sir!

The majority of the original wiring was actually in pretty good shape. What lets it down is the outer coating of the wires themselves, which is literally cotton; it deteriorates and breaks down over time. In fact, it blows away like dust when crumpled, which leaves bare wires touching other bare wires, which is very bad news unless you like BBQ's.

We're now in mid-January; it's 40 degrees out and I'm under the car (again) threading the main positive cable from the new (and now fitted) battery box to the starter motor solenoid switch. Those little brackets that secure the conduit tube to the inner channel of the chassis rail are basically impossible to access. Life would've been much easier if one was to just run another new cable along the outside of the existing tube and then secure it in place with some cable ties. Surely, no one will notice that will they? Oh yes, they will, and it would be the first thing David Axe would see and point out, so it had to be done properly! That job alone took me nearly a week to do.

Nigel fixed up a botched job I did on my lovely new battery box made of American black walnut, a spare left over from two I had made during the days of GXO21. It's a crime that this lovely feature, with its brass warning plaque and bakelite fittings is hidden under the floor and out of view.

Henry once said; 'Whatever is rightly done, however humble is noble'. Maybe he was right, but it sure as hell makes life hard if you follow his words to the letter.



Lovely oval rear window and period correct Rubbolite tail lamps.

Nigel also came up with an amazing wiring diagram for indicators and stop lights. Even though I'd done this twice before, I'd completely forgotten how to do it. Not content with providing just a diagram, Nigel then arrived a few days later with a completed circuitry board ready to go! He was sometimes more motivated than me. All I had to do now was 'plug and play'. Needless to say, it worked first time. We now had blinkers, headlights, side and stop lights. The main lamps have now been converted to LED, which are not only brighter, but use much less power.

We also had power to the starter motor, ballast resistor and coil. Even the horn and interior light worked. An original coil was included with the car, but did it work? A quick change out with our 1923 GF63 soon confirmed that it did! We now had spark. All we needed now was some fuel to create a 'fire in hole'. Tank cleaned, vacuum tank primed and bang... nothing. Let's try it on the magneto. There was a little kick, a small chuff, and a few puffs of smoke but nothing more. So back to fiddling with the distributor, condenser, points, gaps on spark plugs and then finally some 'Start ya Bastard' which eventually got it running on about two cylinders only.

Even though I was pleased to get her running, my heart sank just a little, as it was now late February and with less than a month to go until the rally. We had some hills to climb over and unless I was willing to do a 'Fred Flintstone', there was absolutely no chance she was going to make it and be driven safely.

Had I done a compression test? No, I hadn't. At this point I thought 'ignorance and bliss' was much better than 'knowledge and power'. After all, I'd been told by Nigel, Steve and Ric that these engines didn't need

much compression to run, so why find out reality now with a compression test? Even today, I still haven't done one.

Ric helped me take the car down to get it inspected by the SA Government for registration. Driven into the registration workshop, on two cylinders, the folk down there didn't even bother checking out the magnificent job we'd done to get the lights, indicators and brake lights working! Typical. Alice was now registered, but still barely able to move under her own power.

Just as I was contemplating removing the cylinder head to have a look, which I seriously didn't have time to do, another bright idea dawned upon me; how about I check valve tappet clearances? All were so tight, there was no room for a feeler gauge, even of the finest thickness, to slide through the gaps.... an hour was spent readjusting these correctly and with a simple touch of the starter; 'bang', away she went on all six! Now, we were seriously in business.

Cat and I immediately decided to take her for a quick test run to put the engine under some load. All was good! Alice had great oil pressure, the water temperature was spot on, her gears changed nicely, and the brakes were more than up to the task of stopping her dead in her tracks. Mr Plod even pulled us over for a breath test and license check, during this initial short outing. He even asked to see our SA historic registration logbook, which had been (much to his surprise) correctly filled in. We were now just one week out from the rally.

The 2023 Rally may have been based in Hahndorf but the two major runs were actually quite challenging; Langhorne Creek via Stirling followed up by the Concours De Elegance at Birdwood the next day! At this point, the car had barely travelled about five km's.



We now have lights. Feb 4th, 2023.

Since the rally, we've fitted 23" rims in place of the 19's which appear to have been on the car for quite some time. The car certainly handled, rode, and braked better with these smaller rims but they seriously impeded her ability to cover ground swiftly. Time has been spent investigating the installation of an over drive or replacing the crown wheel and pinion. For the latter, a 12 x 48 (4:1) is generally considered the ideal option, but for now, the bigger rotating diameter of 23" rims, running the original 11 x 50 (4.55:1) will suffice. We don't want to lose the cars amazing ability to chug around a round about in top gear, as she does now.

The duco is very tired and hasn't really responded to polishing. Time will tell what we do here, but for now we'll leave it.

Most people are saying to me; 'leave it, don't touch it, as it's only original once'.

In reality, we're actually thinking of repainting the mudguards, valances and fuel tank in a semi-gloss black but leaving the blue coachwork 'as is'.

The very fine original leather upholstery is very fragile and is just hanging in there. Catrina and I both know this may need to be redone at some point but having the seats as they are right now, with horsehair poking out some of the cracks is something that one doesn't see very often these days.

Luckily the interior aroma is 'antique leather' rather than 'rotting horsehair'! In some places, traces of an applied leopard skin pattern on the leather can still be seen. It must have been quite a sight to see when new.

The diff pinion bearing needs redoing and so does the clutch. Other than that, she starts on the button every time and drives well, with a cruising speed of about 70 to 75 kmh and a top speed of 91 kmh (yes, I did test this). She'll never be a road racer or long-distance road hound, but living in the Adelaide Hills, she's the perfect weekend cruiser for winey visits. Ironically, Lake Breeze at Langhorne Creek, is actually one of our favorite destinations. We're very lucky.

When deciding to take on a project like this, always expect things to go wrong, take more time than anticipated and most definitely cost more money.

On the other hand, some things just fall into place. For example, there isn't a single dent in the radiator shell, the shutters open and close smoothly, and the original honeycomb core keeps the engine cool and doesn't leak.

The engine block doesn't weep any coolant or leak oil either. I never touched or attempted to adjust the carburetor and both the generator and starter motor remain in place, as found, and work as they should. Although being an obvious (and crude) later addition, the exhaust is actually OK and has since been wrapped in heat tape and now looks fantastic. I added a new 'fishtail' but still have the remains of the original.

We've had the glass very mildly tinted to reduce both UV and heat transfer to the interior. Most importantly the application of the film will also reduce the risk of glass shattering, with possible dire consequences to our health. Remember, these cars hark from an era

which predates safety glass, a feature first seen on Stutz cars of the late 1920s.

The wood in the coachwork is solid and doors close with a very satisfying 'clunk'. The undertrays are there. Nothing is missing either, as I said before, not even an Enots oiler screw on cap!

I hope everyone who travelled over for the 2023 RROCA Federal Rally had a chance to see the car and appreciate her for what she is; a genuine time capsule glimpse into the past. She'll never be subjected to a 100 point body off restoration, but rather preserved, enjoyed, and most importantly; regularly driven.

We're booked for Milawa and really looking forward to the drive over and catching up with everyone again.

See you there!



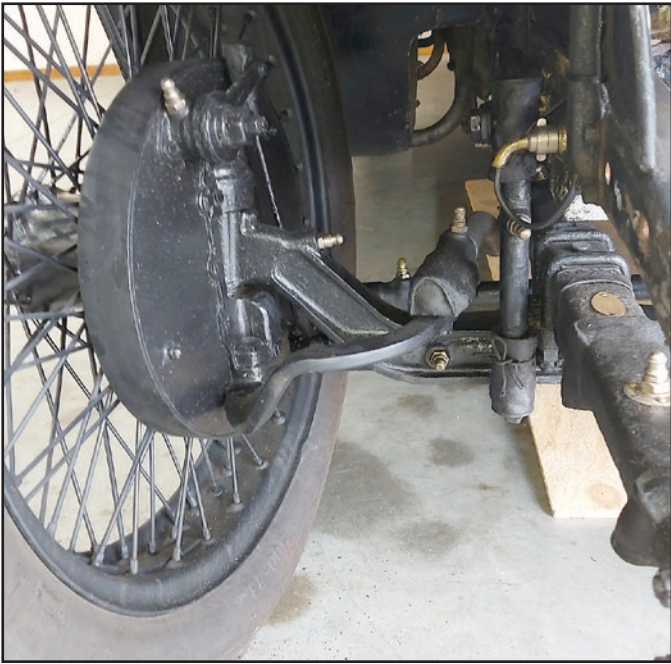
Nearside underbonnet under bonnet detail.



New battery box made of American black walnut.



23 inch split rims fitted, May 31st, 2023.



There are 9 Enot oilers in this photo alone.



Arriving in Mt Barker on Nov 13th, 2022.



Off side engine compartment today.



Rear seating compartment today. Leather cleaned and preserved as much as possible.



Woodwork detail which has survived nearly 100 years.

20-Ghost Club Tour to the Light Horse Museum June 2023

Murray Stack



The lineup is headed by Bruce Humphries' 20hp, GUJ62.



Peter Jordan-Hill, 1938 Wraith WRB60.



John & Helen Reis 1927 Phantom I, 44EF.

I think that George must have some good connections as he delivered a fine chilly but sunny day for the trip to the Light-Horse Museum followed by the perfect lunch at the Cannibal Creek winery. The day was wedged between two horrible wet windy Melbourne winters days. About 24 people attended in nine cars.

We gathered at Light Horse private museum, managed by Bernie Dingle who is very chatty and informative.

Bernie has a long history with looking after horses used in industry until the Horse drawn carriage were fully withdrawn and replaced by the motor car.

The Museum consists of a number of nondescript corrugated iron buildings hiding an amazing collection of items and displays from the Boer War, Crimean War, WW1 and WW2.

This is a brief snippet of what was on display and as described by Bernie.

King Ibn Saud

In WW2 A British medical corps was stationed out of Cairo near the Bebon tribe of King Ibn Saud. The medical officers realised there was a problem with malaria in the tribe and managed to treat the condition. The king subsequently invited the British officers to a feast of camel meat and rice with 3 of his 29 wives and 12 of his princesses. He died with 84 wives. The day after the feast, King Saud delivered 3 packages of royal garb worn by King Saud. Some of these are on display at the museum.



Other cabinets contained an original Jerry Can as well as an assortment of daggers and a couple of pieces of shrapnel that had contributed to the death of an Australian soldier who had been the owner of one of the daggers.



Other collections included surgical instruments used in WW1 as well as displays of wheel chairs, a wheeled stretched which sped up the time to get wounded soldiers back to a hospital.

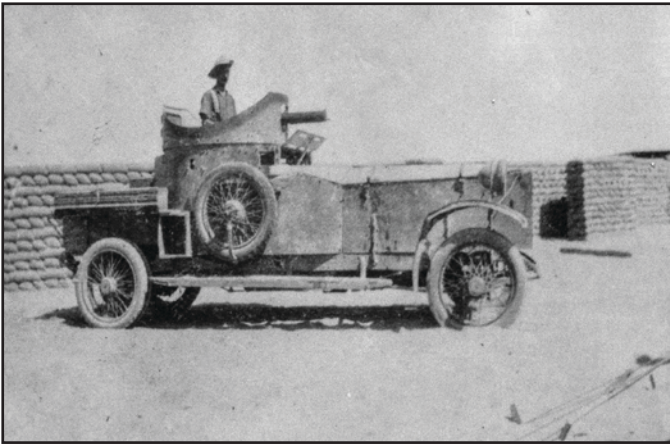


Bernie has an amazing collection of horse drawn wagons from kitchen wagons to gun carriages and carriages of to take wounded soldiers back to field hospitals. There is a general service wagon from 1905 used to transport food water and stores around the battle field. As well as a German field gun and a large 8" bore barrel gun.



He had stories of the horrors of trench warfare where dogs were trained to attack the opponents and the handler would finish the job with a cudgel as pistols would alert the enemy to their presence in the trench. Dogs and Horses were also issued with gas masks.

Bernie also had an interesting array of photographs for the war periods and one that took my attention was a photograph of Lawrence of Arabia in his armoured Rolls-Royce.



cold cuts of meat and a variety of cheeses followed by some absolutely delicious gnocchi and beef pieces that simply fell apart. I am sure that nobody went home hungry or thirsty.



Thanks to George and Sue Blenkhorn for organising this great mid-winter day out for the 20-Ghost Club members.

Lawrence is shown sitting behind the gun mounted high up on the Rolls-Royce while the driver was seated below the turret. Others, not shown, were a bit more macabre depictions of war but nevertheless a reality. Several people commented on how lucky we are to live in the era that we live in. I left there with that same thought and how ghastly war is especially during those wars around the turn of the 19th to 20th century. But have we really progressed in this time when we look at the fruitless, pointless devastation of what has been happening in the middle east, Afghanistan and now in the Ukraine. When will our leaders ever learn to live in peace?

On a brighter note we continued to the Cannibal Creek Winery.

The winery delivered a diverse and really enjoyable lunch for us which was delivered as small sharing plates as well as larger dishes. The lunch included breads,



Ruth & Tim Roberts 1922 Silver Ghost chassis 70SG

The Rise and Fall, and Rise again of 34YG

Achalen Holmes

I purchased Rolls-Royce Silver Ghost chassis 34YG in 2001 with the intention of a quick restoration starting with the body at RA McDermott & Co and completion by Peter Lamb, which was done in a few months. Some 95% of the timber was sound and we were able to restore all the old panels. However, life has got in the way and the project stalled before being restarted in 2019 just before Covid which also slowed the process down. Considerable engineering work has been finished by Robert McDermott, and Rob Casha doing the upholstery using the original remnants as pattern for new leather work. The mechanicals had all the heavy engineering work done at McDermott's including the chassis frame which required straightening as it was in an accident in the 1930s having been sideswiped by another car. The differential has been rebuilt with a taller ratio which will work well for long-distance touring, and the gearbox and sphere have also been rebuilt along with the engine. The car will have all its original coachwork and fittings including original knurled aluminium dash and instruments.

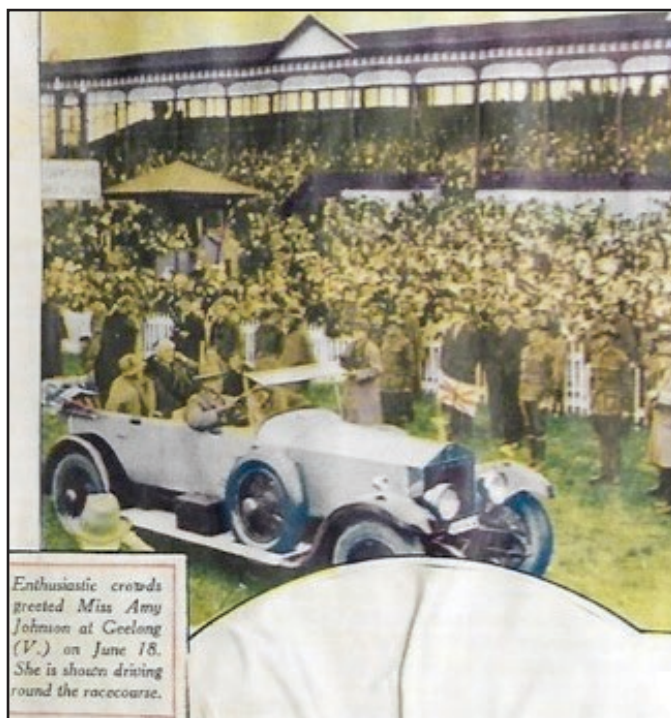
Chassis 34YG is a short-chassis 1922 Silver Ghost with Waring Bros of Melbourne tourer body. According to Ian Irwin's Silver Ghosts of Australia and New Zealand – Cameo Histories of the Post War Cars, the car was ordered through Dalgety & Company Limited of Melbourne and purchased by Lewis Hirst of Geelong. Coincidentally, I too live in Geelong.

Of interest is that 34YG was the parade car for the aviator Amy Johnson who flew from Croydon in the UK to Darwin in Australia in June of 1930 and was the first woman to fly solo to Australia. She flew a de Havilland Gypsy Moth and was pictured in Table Talk of 26th June, and in colour in The Australasian Pictorial on 28th June, which both show Amy Johnson riding in the car at Geelong on June 18th. Amy Johnson subsequently died in an aviation accident in England in 1941.

Purchased in 1958 for £50 by an early Rolls-Royce collector Fred Miller Robinson who noticed it in a newspaper advertisement, the car subsequently moved on to Wally Vears in 1967 who was a Foundation Member of the RROC Victoria Branch and a great enthusiast for the marque. Wally dismantled the car at his home in Highett in preparation for restoration but then sold it on. After passing through several other hands, it was purchased by Doug Bristow who secured more of the original missing parts and from whom I purchased the car, one of several Silver Ghosts I now own. Restoration of 34YG is now well advanced and I am looking at having it finished in the next calendar year.



Amy Johnson at the Geelong Parade as featured in 'Table Talk'.



'The Australasian Pictorial' also featured Amy Johnson at Geelong.



Right: Photo taken by Wally Vears, the original Ghost-spotter c1957. He saw the car in the Melbourne CBD and followed it home, introducing himself to the then-owner. The owner at the time was a gold miner in upper central Victoria and made weekly trips to bring gold, secreted in the coachwork, back to Melbourne.



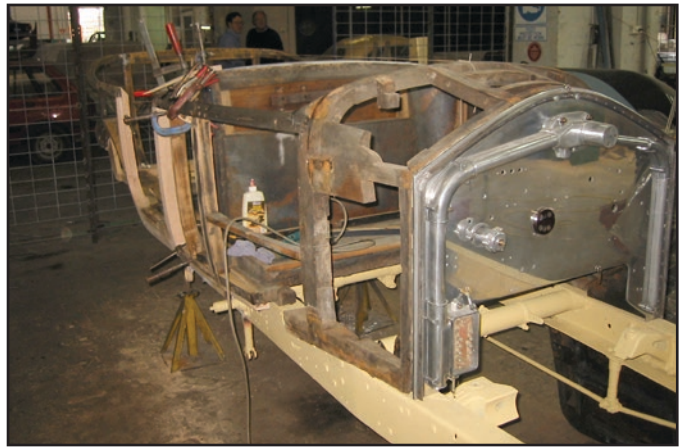
Taken when 34YG was collected from the home of Wally Vears in Melbourne by John Ham who purchased the car c1987. The car was at this time dismantled and scattered in the backyard, under a lean-to and with many parts throughout the house.



Taken while inspecting 34YG with the view to purchase over 20 years ago, and when I made the fateful decision to go ahead, breaking my own rule never to buy a project Silver Ghost!



As purchased, the car was rough but complete.



The majority of the original timber frame was restorable.





Recently painted and the restoration is well progressed.



Newly upholstered. Note original floorboards.



Note the engine-turn dashboard.



Phantom III Cars in Australia between 1936 and 2021 - Part 10

Steve Stuckey

Steve continues with part 10 of the Australian Phantom III Rolls-Royces.

No. 35, Chassis 3DL134, in Australia from June 2004 to now

Fitted with a limousine body by Hooper & Co., this car was ordered by Rolls-Royce to hold as stock; the chassis left the factory on 22 October 1938 and was delivered to Conduit Street on 10 January 1939. The deteriorating international situation saw sales of all makes and models of cars slow in 1939, and Rolls-

Royce could not find a buyer for 3DL134 (and other cars it held as stock). On 24 October 1939 the Phantom III was consigned to New York dealer J S Inskip, arriving there on 4 November. 25 days later it found an owner in Lyman Candee (1865-1943) of Park Avenue, New York City, Vice-President of a large insurance company, who bought it for \$9,277. I know of eight later American owners of this car before it arrived in Australia in June 2004, imported by Paul Hesse of Sydney, who still owns it. Paul has retained the TV set built into the division furniture by an American owner!



No. 36, Chassis 3DL126, in Australia from 2004 to now

Despatched from Derby two days after 3DL134 (above), 3DL126 was sent to H J Mulliner for the erection of one of their "High Vision" saloon with division bodies, so called because of the use of Perspex panels to the roof and very thin A pillars. It was finished in maroon over black with fine gold and orange picking out lines, maroon leather to the front and fawn cloth to the rear. The rear compartment has large and elegant expanses of weathered sycamore woodwork. The body alone was an expensive £875. On 5 January 1939 3DL126 was

delivered in Glasgow to Miss Emma Whitley Thomson (1856-1941) as her second Phantom III (after Barker tourer 3AZ74) and her ninth Rolls-Royce (a Silver Ghost, two Twenties, two New Phantoms and two Phantom IIs). In the USA since at least 1985, it was in 1991 that I drove this car in the Hollywood Hills, still with its original paint. It was my impressions of this car that caused me to urge Nick Whitaker in London to buy it, which he did in 2000. I was also involved in convincing the next owner, Paul Hesse, to buy the car. He has been the proud owner since bringing the car to the country later in 2004.



No. 37, Chassis 3CM169, in Australia from 2007 to now

Despatched from the factory on 4 February 1938 fitted with engine P78N, the chassis was sent to Hoopers for the fitting of a limousine body finished in green over black. On 8 April it was delivered to Bruce Wallis of

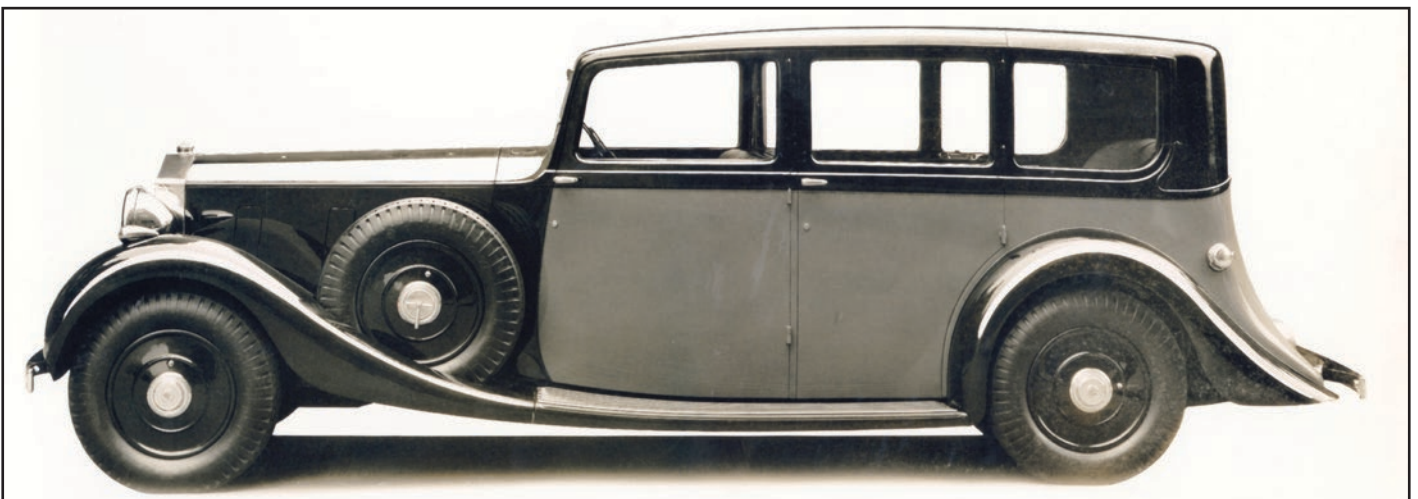
Cheshire, co-founder in 1908 of Blackler's Stores (1870-1956); Mrs Blackler, the Director after the death of her husband, owned 3CP154. In the 1960s 3CM169 was in the US and returned to the UK in 1991. Since 2002 it has been owned by Stephen Hobson who brought it to Western Australia in 2006.



No. 38, Chassis 3BU124, in Australia from 2012 to now

In 1937 landaulettes were a relatively uncommon body style to build on a car, but this is the design built by Barker on this chassis, which had been sent off test at Derby on 4 February 1937. Finished in black and mid grey with grey Bedford cloth to the rear compartment, the completed car was delivered on 5 May to Ernest Samuel Makower (1876-1946) of Oxfordshire, a silk

merchant and patron of the Museum of London and the Royal Academy of Music. He traded in his Phantom II 160XJ, his fourth Hooper-bodied car (after two Twenties and a New Phantom). The body was later amended by the closing of the landaulette opening, and it was in Danish collections between 1976 and 2012. It was at an auction in 2012 that the car was purchased by mining magnate Clive Palmer for his Queensland automotive museum.



No. 39, Chassis 3CM45, in Australia from 2016 to now

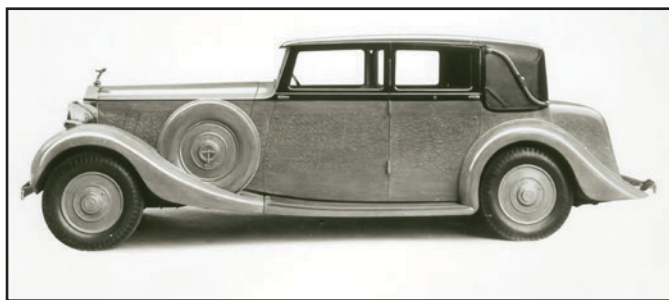
Originally set up for carriage of a limousine body, this chassis was built with steering at the high C rake when ordered by Windovers Ltd., who were going to hold the car as stock. However, the new owner wished a saloon body to drive himself, so on 18 March 1938 (six months after being sent off test) the chassis was returned to Derby for the steering to be lowered to the E rake. The swept-tail saloon body was finished in grey and black

with green leather upholstery and 3CM45 was sold to Samuel Farrow (1875-1950) of Buckinghamshire, Managing Director of a paper manufacturing company. Sold in 1953 to the British Wagon Co, a car hire firm, for £2,250 3CM45 was exported to Canada in 1961. It was from there that the late Keith Wherry purchased the car in 2016. Keith loved this Phantom III, and it would provide him with many enjoyable touring miles following mechanical and coachwork enhancements in the last couple of years.



No. 40, Chassis 3AX97, in Australia from October 2016 to now

Also imported into Australia in 2016 by Keith Wherry, this car is quite unusual. It was sent off test from Derby on 9 November 1936 and was sent to Barker & Co. Their customer was Sir John Latta, Bart. (1867-1946) and this was his eleventh Barker-bodied Rolls-Royce (five Silver Ghosts, a Twenty, two New Phantoms, a Phantom II and a 25/30). Sir John was Chairman of a ship owning company and he lived in Portman Square in London. Very unusually for 1937 his car was painted in woodgrain with black uppers. The car was delivered on 23 February 1937 and almost immediately Sir John rejected it, presumably due to its roof line being lower than he liked (for those who can remember the entry for 3AZ204 this is what transpired when it was sold in Melbourne in 1937). So, Sir John ordered another chassis (3CP110) with the same design (and paint job) as 3AX97 except for its slightly higher roof line. Barkers took 3AX97 back in June 1937 and sold it on in November. In 1947 this Phantom III was owned by actor Sir Laurence Olivier; after one other owner it was sold to the US in 1959. In October 2016 Keith imported the car into Australia and he sold it to David Ekberg in Melbourne in 2020.





The recent 20-Ghost Club re-enactment of the 1913 Alpine tour travelled over some of the most challenging and spectacular roads through the Alps and finishing in Salzburg. Details of the event can be found on the Rolls-Royce Motor Cars website under the Press club page.



Over 16 days in June, the 20-Ghost Club re-enacted the 1913 Alpine tour, the original event being such a great success for Rolls-Royce with three team cars and the James Padley private entry completing non-stop runs over eight days. One of the original team cars, chassis 2224, also completed the re-enactment.. Rolls-Royce Motor Cars accompanied the re-enactment for part of the tour, and we thank them for providing some superb photographs of the event.