

WINTER 2024
ISSUE 21



20-GHOST GAZETTE

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



The 20-Ghost Club Australian Chapter Incorporated

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

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

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

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20-Ghost Gazette

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

Editorial Policy

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

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

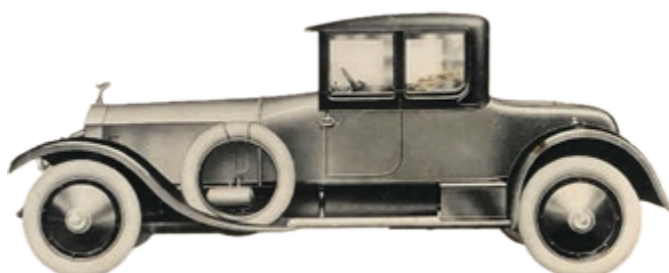
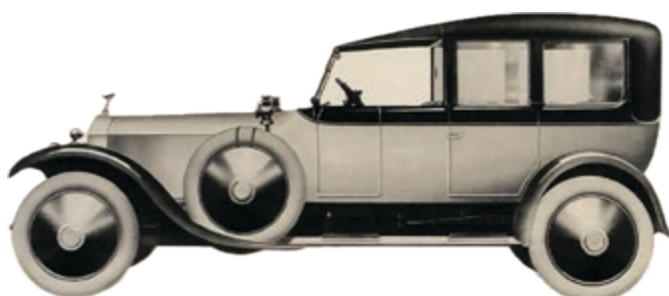
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For Sale and Wanted

PARTS WANTED

Front mudguards to suit 20hp, style or type not important.

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Coming Events

October 20 - 26, 2024	2024 National Tour, Wagga Wagga	Director: Michael Henningsen Phone: 0418 818 767 Email: michael@michaelhenningsen.com.au
March 3 - 14, 2025	Tasmania Tour	Director: Andrew Bayley Phone: 0417 142 779 Email: aobayley@bigpond.net.au
October 19 - 25, 2025	2025 National Tour, Cleveland Estate, Lancefield	TBA



Above: A wonderful lineup at Bruce & Lana Moran's property on the recent Flinders rally - see page 6 for the full report.

Front Cover:

A mysterious pair of Silver Ghosts seen through the gates of Beleura House at Mornington which was a highlight of the Flinders Rally. The cars are the Silver Ghosts of David Phillips and Fenella Stibbard, and Ruth and Tim Roberts.

Chairman's Report

Editorial

I hope this missive finds you all well and making use of any dry Autumn Day to enjoy our cars. Certainly, the weather has been really diverse from a fairly oppressive Summer in the West to periods of heavy rain on the Eastern Seaboard. I realise that it is a vast continent, indeed 'a land of droughts and flooding rains' but the weather patterns do seem more awry than I can remember.

I type this brief message from Hay, enroute to the RROC Federal Rally in Noosa. A group of South Australians departed yesterday morning on an Overlander, tonight we meet with the Victorians and overnight at Goulburn. Like the Overlanders to the Annual Rally of the 20-Ghost Club these trips are such fun and usually serve as an appropriate aperitif to the rally event itself.

It's always a privilege to write this report, like all of you I really look forward to the *Gazette* arriving in my mailbox, it's an excellent, high quality publication and together with our Friday emails we are blessed as a club to have Ian Berg publishing both and keeping us all informed of club events and fascinating aspects of the cars that we love.

Our Club continues in a robust manner with two very successful recent Rallies, the Flinders Rally in Victoria's Mornington Peninsula and the Rally in the Hunter region of New South Wales. Both were wonderful events and will be reported on elsewhere in the *Gazette*. We owe a lot to the many individuals who organised both these highly successful and enjoyable rallies so special thanks to everyone.

Planning is well underway for our Federal Rally in Wagga Wagga in October. I travelled to Wagga Wagga several weeks ago to arrange for many of the activities for the rally and was really impressed by the town and its people. In my ignorance (perhaps because of the quintessentially Australian name Wagga Wagga) I had not expected to find the clean, vibrant, beautiful regional centre I encountered. I would like to acknowledge Maureen Gannon, a Club Member who grew up in Wagga Wagga for her enormous assistance in helping me to plan the National Rally. Her help and 'inside knowledge' has been invaluable.

I will write a few lines about the upcoming Wagga Wagga Rally elsewhere in the *Gazette* and hopefully it might serve to whet your collective appetites.

Just in closing, one of the special things about the Rolls-Royce Owners Club and the 20-Ghost Club is the special camaraderie which exists within our clubs. There have been several examples of real kindness amongst the members as we travel on this Overlander and the sharing of skills and knowledge is even stronger within the 20-Ghost Club. It's these things which make being a member of a club such as ours so special.

Please enjoy your cars and everyone's company.

Michael Henningsen, Chairman

To be the custodian of a car that has been in your family for decades is to own a wonderful and very tangible piece of family history. David Furniss provides the history of his car, a 1929 Phantom I, in this issue. The car was purchased by his grandfather over 80 years ago and, it seems, put to very good use. David is the custodian today, but I sense it may even move to the next generation sometime in the future.

Our Mornington Peninsula rally to Flinders was a popular event and is also featured in this issue, as is the recent Hunter Valley tour organised by Bob Roberts. The three-night, four-day tours at this time of year seem a good formula and provide a neat balance to the longer National rally held later in the year. Having said that, our Tasmania tour to be held next March is a much longer touring event and it too looks like it will be a popular event.

Hopefully, you have been out and about in your cars more. If you are on a local run or just out for a day's touring, please do send me some photos and verbiage for inclusion in the *Gazette*. This is what keeps member's interest going. See 'Out and About' for what some members have been doing. And if you are using the car, ensure you record your mileages for the year as the Club Trophies are mileage based and will once again up for grabs. Please see page 27 for more details.

Ian Berg, Editor



Charles Rolls was a balloonist and pioneer aviator as well as being a motoring pioneer. Here he is pictured in the 'Imp' built by Short Bros in 1908.

National 20-Ghost Club Rally, October 20-26, 2024, Wagga Wagga

The Planes, Trains and Automobile Rally

Wagga Wagga is the largest inland city in New South Wales. The traditional lands of the Wiradjuri people, the first European to visit the area was Captain Charles Sturt in 1829. Soon after the first squatters and then settlers arrived.

Sited on a ford on the Murrumbidgee River the town was surveyed and gazetted in 1849.

Since foundation Wagga Wagga has grown to be a major centre positioned between the southwestern slopes of the Snowy Mountains and the Riverina. Today the town is an important agricultural, military and transport hub. The town and its surroundings have a rich diversity of agrarian activities.

We are planning visits to a Licorice and Chocolate Factory, an artisan cheese factory and the longest drive of the Rally will be a visit to the Temora Aviation Museum where we have arranged a special tour for members. There will be some delightful meals as the region prides itself on great culinary practice and the use of the finest local, seasonal produce.

The rally will be based at the Mecure, centrally located and with good parking. So obviously we have the Cars, I've told you about the Planes; where will the Trains fit in? Well, watch this space.

This is looking like being a very popular rally, and the Mecure advise that the rooms reserved for us are already now booked. We are currently looking at the possibility of alternate accommodation and expanding numbers.

Please contact me for any questions.

Michael Henningsen

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2025 Tasmanian Tour - March 3-14

As advised in the last *Gazette* there is a limit if 25 vehicles on this tour due to accommodation limitations and club cars will be given preference over non-club cars.

We will be driving from Devonport to Strahan for three nights. The day trips will include a World Heritage Gordon River Cruise and the West Coast Wilderness Railway journey.

The trip to Hobart will travel via Derwent bridge where we will visit 'The Wall', an amazing presentation of sculptured scenes in Huon Pine.

Four nights at the Grand Chancellor in Hobart will allow daily trips to interstion places.

The journey to Launceston will travel through the Midlands and the historic villages of Oatlands and Ross.

I have already been overwhelmed by expressions of interest from members. If you have not contacted me yet and you are interested in this event please ring to let me know.

Andrew Bayley

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Built in 1825 and located just north of Hobart, the Richmond Bridge is the oldest stone span bridge in Australia.

Find Your Way to Flinders – A Mornington Peninsula Getaway

Howard Wraight

Blessed by perfect weather, we set out on a captivating four-day rally through the scenic splendour of Victoria's Mornington Peninsula.

Well-attended by 52 members and 24 club cars each day unfolds with a symphony of vintage automobiles winding through picturesque coastal roads, rolling vineyards, and quaint villages. The rally itinerary, carefully curated by Ian Berg and Greg Wayman, is focused on enjoyable scenic drives and immersive experiences, encompassing wonderful gardens, historic monuments, award winning wineries and a magnificent grand estate.



Peter Jordan Hill checking if the engine is still there.

Beginning on Tuesday afternoon with a rendezvous in the expansive car park of the Hastings Marina, we headed out for a short drive across the Peninsula to the splendid gardens of Bruce and Lana Moran's property. Not having my pre-war car on the road (restoration works) I was able to enjoy the wind-in-the hair thrill of travelling in Greg Wayman's 20hp open tourer as we lead the convoy.

Not everyone made the correct turn into the Moran's drive on the first attempt, but before long and few U-turns later, we had all arrived. At the property our convoy is shepherded into a grand arc of cars across the carefully manicured lawn affording a wonderful sight set against the backdrop of Western Port and Phillip Island in the distance. Lana is a wonderful host and provided a relaxed afternoon tea followed by a tour of her expansive and well-tended gardens. Bruce Moran was unfortunately not able to be present recovering from a short illness – we wish him all the best for a speedy recovery.



Paul Daley with Simon Elliott at the Hastings start.



The rally briefing at the carpark of the Hastings Marina.

The rally was based at the Flinders Hotel nestled in the rather sleepy but very picturesque hamlet of Flinders. The hotel is very comfortable with modern well-designed accommodation and a fine restaurant which was the venue for our first dinner that evening. We spent the first evening enjoying the warmth of shared conversations and creating the unforgettable memories that make these rallies so good.

The following day unfolds with a journey into history as we venture to the old Fort and Quarantine Station at Point Nepean, stepping back in time, to explore the evocative remnants of Australia's maritime past and tracing the footsteps of immigrants who sought refuge on these shores. Today I am privileged to travel with Tim and Ruth Roberts in their 1922 Silver Ghost and from their car the sight of a procession of pre-war Rolls-Royce motor cars ahead and behind us is impressive.

Point Nepean is the most westerly point on the Mornington Peninsula and sits on one of the most treacherous coastlines in Victoria. The narrow channel of water between Point Nepean and Point Lonsdale is known as the rip and constitutes the notoriously dangerous entrance to Port Phillip Bay. Point Nepean is steeped in history. The fortifications built in the mid to late 19th century with huge concrete battlements, gun turrets and canons created a formidable defence of the entrance to Port Phillip Bay. From the artillery battery at Point Nepean, on August 5th in 1914, the very first shot of World War 1 was fired. The German merchant vessel SS *Pfalz* was attempting to slip out of the heads just as the declaration of war was received by telegraph in Melbourne. A warning shot was fired across her bow when the ship ignored signals to stop and she was escorted back to Hobson's by under armed guard.



Julian and Cheryl Walter in their Phantom II.



Alan and Vicky Head, with Roger and Anne Seabrooke who were visiting from the UK.



Byron and Audrey Dobson heading off in the Silver Ghost.



Robert and Anne Banks-Smith, Silver Ghost from 1922.



Ian and Sue Berg in the Phantom I.

Left: Trevor and Judy Eastwood with their recently purchased Silver Ghost.

From Point Nepean we headed back to the Quarantine Station to see a glimpse into the early European history of Victoria. It was established in 1852 in an effort to prevent the spread of infectious diseases as Victoria experienced an increasing number of ships carrying the influx of prospectors and immigrants of the Gold Rush period. There are over 50 heritage listed buildings including four grand hospital wards and one marvellous building called the Foul Luggage Store.

From there we travel back across the Peninsula to Main Ridge for an authentic English Pub luncheon at the Pig and the Whistle. Their plowman's lunch platters were the highlight of the meal. That evening was at leisure and some of us took the opportunity for an evening stroll out along the Flinders jetty and beach before an informal dinner at the hotel or one of the two other restaurants in Flinders.

Thursday brings another journey of discovery with a tour of the magnificent Beleura House and its surrounding gardens. Many of us thought this to be the highlight of the rally. Today I was travelling with George and Sue Blenkhorn in their 25/30 sports saloon for a very comfortable jaunt across the Peninsula to Mornington where, at Beleura House, we are transported to a bygone era of opulence, and eccentricity.

By special arrangements we are able to park on the grounds at Beleura House and what a splendid sight it was with all those Rolls-Royces lined up around the grand circular drive at the front of the mansion. Built in 1863 as the summer house of a wealthy Melbourne merchant, it was purchased in the early 20th century by Sir George Tallis, a theatrical entrepreneur of JC Williamson's fame. Upon his death, Beleura House passed to his youngest son, John Tallis, who by all accounts was rather eccentric, but who took on the responsibility of restoring and preserving Beleura and its magnificent gardens, leaving them in trust to the people of Victoria. After a rather pleasant morning tea we were ushered on a guided tour of the house and gardens followed by a sumptuous lunch.



Lana and Bruce's property was a perfect first stop on the rally, and Lana provided a tour of their extensive gardens.





Mark Herbstreit makes a new friend.



As equestrians, the Morans have a number of horses on the property.



A table setting at the Flinders Hotel. Cheryl Walter is facing the camera.



Carloyn Kennett evidently enjoyed the evening.



Heading out from Beleura and back across the Mornington Peninsula for a visit to the award-winning Stonier Estate winery. Our host, Alan Drummond, winemaker extraordinaire, offers a sensory delight, with tastings of premium wines accompanied by sweeping vineyard views and a wonderful history of Stonier, which we learn, is one of the oldest wineries on the peninsula.

As the sun sets on the final evening, the rally culminates in a gala celebration, where tales of adventure and shared passion fill the air. Amidst the tables of café Donna Maria, participants reflect on the memories forged along winding roads and the enduring allure of Rolls-Royce craftsmanship.

Friday morning sees us take a scenic drive to member David Phillips and Fenella Stibbard's Phillips Estate winery at Tuerong for a relaxed morning tea/early lunch. David offered a private wine tasting from his exclusive estate wines produced amidst the rolling hills and verdant vines. This is the finishing point for the rally.

With hearts full and spirits lifted, attendees bid farewell to this unforgettable journey, carrying with them the timeless essence of exquisite engineering, the unsurpassed luxury, heritage, and enduring legacy of the Rolls-Royce marque against the backdrop of Victoria's captivating Mornington Peninsula.



The Quarantine Station at Point Nepean.



Numerous fortifications can be found a short distance from the Quarantine Station.



The mystical gardens of Beleura House.



The circular drive of Beleura House was dominated by our special cars.



The gardens include a number of eccentric hedges.



From the roof viewing platform, the entire gardens can be seen.



One of the tour groups, from left: Tim Roberts, Sue Berg, Ruth Roberts, George & Sue Blenkhorn and Howard Wraight.



John Talis' Jaguar in the motor house. The car was found many years later, restored and returned to Beleura.



Morning tea; from left: Mary & Bruce Humphries, Ann & Robert Banks-Smith, Ian & Sue Berg, and Wendy Wagstaff.



From left: Rod & Bambi Hanson, Cheryl & Julian Walter and Robert & Judy Eastwood.



One of a number of ponds in the gardens at Beleura House.



A comprehensive presentation & tour was provided by winemaker Alan Drummond.



The lineup at Stonier Wines carpark.



The final dinner at Donna Maria's. At the head of the table are Lena & Paul Daley.



Our Western Australian participants, from left: Trevor Eastwood, Julian & Cheryl Walter and Judy Eastwood.



David Phillips & Fenella Stibbard's property provided a lovely venue for the rally finish.



A tyre change was required on John & Helen Reis' Phantom I.



David Phillip's 1933 Phantom II 26MY and Silver Ghost 15CW.



John & Wendy Wagstaff's Silver Ghost with the 25/30 of Murray & Christine Stack.



A special estate wine for our rally organizers, courtesy of David & Fenella.



David also displayed other cars from his collection, including this beautiful Bristol.

Flinders Rally Entrants

First Name	Surname	Year	Model	Chassis Number
Noel & John	Baker	1927	Phantom I	85RF
Robert & Anne	Banks-Smith	1922	Silver Ghost	6PG
Ian & Sue	Berg	1926	Phantom I	48YC
George & Sue	Blenkhorn	1936	25/30	GGM10
Paul & Lena	Daley	1925	20hp	GSK34
Byron & Audrey	Dobson	1924	Silver Ghost	103EM
Trevor & Judy	Eastwood	1924	Silver Ghost	123EM
Rod & Bambi	Hanson	1924	20hp	GAK76
Brian & Vicky	Head	1929	20/25	GXO21
Les & Carol	Hearne	1934	20/25	GRC53
Bruce & Mary	Humphries	1939	Wraith	WHC36
Anthony & Carolyn	James		Modern	
Peter	Jordan Hill & Mark Herbstreit	1925	Phantom I	56MC
Kevin & Barbara	Kane	1932	20/25	GHW8
Neil & Louise	Matthews	1924	20hp	GRK81
Alan & Kay	Maden	1923	Silver Ghost	65LK
Peter & Barbara	McBeth	1926	20hp	GOK69
David & Fenella	Phillips	1920	Silver Ghost	15CW
John & Helen	Reis	1927	Phantom I	44EF
Tim & Ruth	Roberts	1922	Silver Ghost	70SG
Murray & Christine	Stack	1938	25/30	GGR45
John & Wendy	Wagstaff	1924	Silver Ghost	32LM
Neil & Glenys	Walker	1920	Silver Ghost	154BW
Julian & Cheryl	Walter	1933	Phantom II	86PY
Greg	Wayman	1928	20hp	GYL74
Howard	Wraight		Modern	



Beleura House & Garden



Beleura House was built in 1863 when Mornington was known as Schnapper Point. The property passed through the ownership of several wealthy families until purchased by the Tallis family as a holiday home in 1916. Following the death of Sir George in 1948 it was occupied by Jack (John) Tallis who devoted his life to the preservation of the house and gardens.

The building features an Italianate styled villa façade, including Corinthian columns, urns, an elaborate balustrade parapet and a tower which enables an overview of the entire estate. The interior remains as it was when John Tallis lived there, and in 1996 the property was bequeathed upon his passing. Housing an eclectic collection of artwork, antique Victorian and Italian period furniture, it also features a spectacular mural of mythical gods and goddesses on the walls and ceilings.

The property is open for inspection by appointment, but also hosts a schedule of classical music, light opera and jazz concerts throughout the year. Tours of the house and the gardens are provided by volunteers and what is striking, as we observed, is the utter dedication and enthusiasm of the guides while we were visiting. This really was a standout place to visit on our tour.



The concert hall in the Tallis Pavilion hosts a variety of performances throughout the year.



A gramophone set, one of hundreds of antiques in the house.



A figurine, part of a Hansel & Gretel garden created by John Tallis.

Rolls-Royce Phantom I, 103HC 1925

David Furniss



Photographed at Hahndorf on the 2023 Federal Rally, the car was drive by David's daughter Georgina. Photos opposite also at Hahndorf.

In *Rolls-Royce and Bentley in The Sunburnt Country* (Clark/Neely) it is reported that 103HC was originally fitted with a Cockshoot tourer body in England up until 1929. Build records have verified this. Its subsequent whereabouts were not documented. I have not verified its original ownership or use, but it would appear to have come to Australia about this time. It was, and still is, fitted with a Martin & King limousine body, with sliding glass division, of a style I believe to be from the early to mid 1930's and has had a lot of use as indicated by its mechanical condition. Photos in the above book of Phantom I limousines operated by City Motor Services in Melbourne are near identical to this car and the photo on page 298 is most likely 103HC as indicated by the style of front guards, the headlights and the louvered bonnet. It is stated that only one had a louvered bonnet and I am aware of the other City Motor Service cars, none of which have a louvered bonnet.

My grandfather Arthur Henry Furniss purchased this vehicle from Melbourne in the middle to late 1930s. I gathered this information from my father and his brother neither of whom had any hard information about its early years in the family. I strongly believe that my grandfather would have bought it from City Motor Services.

This falls within his nature; it would have had an element of prestige and been relatively cheap because of its extensive use. The Martin & King body was originally painted black then later dark blue. Arthur used the car for family and general use before and after World War Two. He used to drive it from his then home in St Peters to his office in Victoria Square for some years after the war. He had a range of businesses in that era including the Perkins engine agency and the Adelaide to Broken Hill mail run. After the war he bought several Diamond T 980 tank transporter trucks ex-army, two of which were fitted with cranes by my father. These and other tucks formed the start of Diesel Services, a crane and transport business run by my father Digger and his brother Don into the 1960s. On occasions the Phantom was used to pull start these Diamond T 980 Tank Transporter vehicles and it was not particularly valued as was common with such vehicles in that era.

From the early fifties its use declined, and it sat languishing firstly in my grandparents' shed in Unley Park until the death of my grandfather in 1961 and then in various locations including open sheds until about 1985. My father had a modest interest in the car and fortunately it was retained. It ended with the body somewhat rusted and the interior trim especially

the rear quite poor. Fortunately, it remained complete and is near original in its equipment. In 1985 my father and his brother decided to restore the car so it could be used, in part for family weddings. Little was done mechanically but the body was repaired and repainted and trim was restored to a style with which they were happy. The front seating is appropriate, the rear less so. It was painted in burgundy and black, a combination that I think is appropriate. The restoration took a couple of years, and the car was used from time for the family weddings and special events. The car ended up with my father after some difficult negotiation with his brother and had long periods of not being driven.

I drove the car on occasions and attended to matters such as carburettor settings and spark plug fouling, I fitted the next hotter spark plugs. The speedo has been replaced with an American unit and I would be interested to replace it with the correct part. The engine has been rebored but, overall, the car runs quite well. The engine needs a tidy up and other areas such as the springs and front brakes are quite serviceable but due for attention in the foreseeable future.



In 2004 my father's health was deteriorating and I decided to enter the Bay to Birdwood that year and took him and other family members on the car's first run in this event. He thoroughly enjoyed the day and I wondered why he did not use the car for such pleasurable activities. He died in 2006, and the car is now in my possession.

I joined the RROCA South Australian branch in 2004 at the time of the Bay to Birdwood and have been using the car regularly in that run and club activities ever since. Our daughter Georgina has learned to drive 103HC and it was at the 2023 Federal Rally in Hahndorf and used it for the Dawn Patrol and the display day at Birdwood. The paint and trim is still in good condition and it runs well. As time permits, I am attending to the areas of need, and I enjoy meeting all like owners at RROC Federal Rallies and 20-Ghost Club events.



A Diamond T 980 Tank Transporter converted into a crane for the family business and at times tow-started by the Phantom I.



The Hunter Valley Tour

Bob Roberts

There was drama and pleasure over the week of April 15-20 during the 20-Ghost rally at the Hunter Valley.

The rally set off in total gridlock on the Monday morning, with a broken-down truck on the roads of the north shore of Sydney, and all traffic being diverted along Pennant Hills Road causing mayhem!

Most of the rally participants got to the Saddles Restaurant at Mount White in a disheveled state, others heading direct straight onto their accommodation at Maitland. For those that had lunch, the atmosphere at Saddles settled everyone down with a few drinks and a delightful meal, overlooking magnificent gardens.

That evening there was a minor hiccup with the restaurant chosen being closed for the evening... so a quick impromptu decision by Bob Roberts had everyone at the Belmore Hotel in Maitland, for a great pub meal followed for a casual supper at Bob and Georgina Roberts' home. And by this time most of the rally participants had arrived, including David and Clare Davis, Bill Hall and Simon Agar, Rick and Miki Jones, Tony Stachan and Ken Swinborne, David and Nancy Axe, John and Liz Milverton, Les and Carol Hearne, Tom and Linda Jones (from the UK).

Tuesday saw the cars heading out through the Coalfields towards the convict town of Wollombi and onto Laguna. This area is the oldest settlement in New South Wales beyond the Hawkesbury River and the first area to attempt to grow wheat in New South Wales. A casual lunch was had at the Laguna Trading Post Store, followed by a journey up through Broke and onto the Pokolbin region for cheese tasting at the Fat Cow Cheese Shop. Other people went onto Audrey Wilkinson Winery for wine tasting along with the superb Hunter Valley view's available from this establishment.



Tony Strachan's 20hp (Chassis GNK 50) at the Laguna Trading Store.

That evening a superb meal was had at Dukes Restaurant in East Maitland. It was an intimate meal just for us and this restaurant went overboard for us, as their sister restaurant was the one that failed to open for us on the previous night.

On Tuesday, the cars headed up the Hunter Expressway then turned off towards Jerry Plains. On the way there, we pulled over to look at an open cut coal mining operation. Bob Roberts explained that 35 full train loads of coal go down to the port of Newcastle each day from these Hunter and northern coal mines, earning the New South Wales Government a lot of coal royalties. Each train load that goes down is unloaded at Newcastle, it being the largest coal export terminal in the world.

From there we visited the Coolmore Horse stud. The group were taken around the stud in a minibus, driven by Mr Paddy Oman, the Nominations and Sales Manager of Coolmore Stud. Paddy showed the group the pampered stable complex, and the yards the animals were kept in (they are worth many millions of dollars), and two of the stallions were paraded for us.



The Stallion Piero. This horse commands a service fee of \$82,500 per service to a mare and is joined to various mares four times a day, over a two-to-three-month period - great Loot if you can get it.

From there we travelled onto the Two Rivers Winery at Denman. Here a relaxing lunch was held overlooking the vineyards, looking down onto the Goulburn River. The weather was balmy and very peaceful.



Bill Halls 1910 Ghost (Chassis Number 1388) at Two Rivers Winery.



Tom Jones from the UK with his 20hp (Chassis No GRJ 24, ex-Geoff Holt and kept in Australia).

The return journey through Bureen and Doyles Creek, provided commanding rural views, and Simon Agar was wrapped with this part of the journey. That evening, a meal was held at a local Maitland restaurant with much banter and laughter from all.

The following day, everyone travelled down to Nelson Bay, to the d'Albora Marina. Here we joined a ferry, for an hour-long scenic tour over to Tea Gardens for lunch.



The old ferry boat.

Following our return journey, a bus was organized to take us all out to dinner at The Bushranger Pub at Largs for dinner.

The last day of the tour was to be by bus, with Bob Roberts driving, and providing a running commentary on the Maitland Region, and driving on up towards Clarence town and Booral.

Disaster struck us, in the form of a flat front driver's tyre. This occurred four kilometers from the luncheon destination; being the Farmer's Wife Gin Distillery at Booral. A farmer pulled over in a large Dodge ram ute/truck. Most of the rally members were able to clamber up into the truck and continue onto the luncheon location. The farmer then came back and changed the front tire of the bus, and it continued onto the Gin Distillery.



Luch at the Farmers Wife Gin Distillery.

Everyone was surprised by the quality of this establishment, and it is relatively new. The Farmers wife is recommend it to anyone travelling north on the Buckets Way or the old Pacific Highway.

Following lunch, another disaster occurred. This was the passenger front tyre on the bus going flat – two flat front tyres in two hours! Luck was then on our side with one of the bus company men arriving. They then changed the tyre for us. The problem appeared to be a faulty batch of tubes the bus company had started to get supplies from.

We continued back to Maitland, and that evening we had our final farewell dinner out at Boydell's restaurant , overlooking the Hunter River at Morpeth. The following day, people departed after breakfast on their homeward journeys.

A Vale - Bryan Allan Harper

Philip Battye (son in law and club member)

I am privileged to record a tribute to Bryan Harper who passed away on 5 February 2024 at the age of 95. A member of the RROCA, Silver Ghost Association and the 20-Ghost Club, Bryan was a passionate owner of a number of Rolls-Royce motor cars throughout his life and together with his wife, Sheilah regularly attended rallies throughout Australia and New Zealand either in Silver Ghost 65LK or 20/25 GAE15.

Bryan was born on Trafalgar Day, 21 October 1928 in Birmingham, Warwickshire the eldest of two children to Wilfred and Doris Harper. Bryan's maternal grandfather, Allan Clarke was a successful businessman and amongst Bryan's earliest memories was being collected by his grandfather in his chauffeur driven Phantom III 3BT159 to attend family gatherings. PIII 3BT159 is now in the collection of noted author, Clive Cussler with whom Bryan subsequently corresponded explaining his connections and memories of the car and offering to purchase it should Cussler ever be inclined to part with it. This was Bryan's first encounter with a Rolls-Royce motor vehicle and from which he aspired to future ownership should the opportunity ever present.

Bryan's education commenced at Miss Mason's Preparatory School in Kings Heath in 1932 before moving to Stanley House in Edgbaston following the family moving to Moseley. With the coming of the war and in consequence of the frequent bombing of the Midlands, in 1941 Bryan was enrolled at Wrekin College in Wellington, Shropshire as a boarder where he remained throughout the war completing his education in 1946.

Bryan enlisted in the General Service Corps of the British Army in 1946 and after transferring to the Royal Army Ordnance Corps obtained his commission as a Second Lieutenant before being posted to Trieste in 1947 to serve with the remnants of the Eighth Army. Bryan resigned his commission in 1949. Many years later Bryan joined The Naval and Military Club in Melbourne remarking that he was likely the oldest Second Lieutenant in the Club!

Bryan purchased his first car in 1947, an MG TC. Bryan remembered the car as a young person's car, fast enough to keep ahead of most others of its size, easy to maintain and inexpensive to run. It served Bryan for 150,000 miles with only a single engine rebuild with the car being both his daily driver as well as a rally car by which he meant, thinly disguised road races organised by the Midland Automobile Club and usually through the Welsh mountains.

In 1949 Bryan joined the Incandescent Heat Company from which he developed his hands on expertise as both an engineer as well as a salesperson. In 1959 Bryan was seconded to Associated British Toolmakers Limited as its representative in India. Bryan spent five eventful and interesting years in India travelling its length and breadth, often by road in the comfort of an enormous 1959 Plymouth wagon complete with driver

and, on occasions, taking his bearer along to manage situations in some of the more remote and difficult parts of India.

Whilst in India Bryan purchased a Mk 2 Jaguar that he kept in Zurich. Bryan recalls this car as the best drivers' car he ever owned easily averaging 100 miles per hour on the European motorways. Bryan used to travel back from India by air, landing in Zurich and then picking up his Mk 2 before driving across Switzerland and France to Britain.

In late 1962 Bryan met Sheilah and three months later in 1963 they were married, honeymooning in the Seychelles before returning to India to live (in the Bengal Club) for a further twelve months. Sheilah remarked that Bryan's bearer slept at the foot of their bed in the Club. Notwithstanding this interesting early arrangement, Sheilah and Bryan enjoyed 60 years of very happy marriage producing three children, Sally-Anne, Allan and Katie.

After returning to Warwickshire in 1963, Bryan and Sheilah purchased farming land in Shrewley where they engaged in arable and pig farming. Despite eight enjoyable years it was clear to Bryan that farming was not sufficiently profitable to support a wife and young family and so decided to emigrate to Australia where Bryan arrived in 1971 with the family following in 1972.

Bryan worked for Industrial Engineering Pty Ltd; Production Equipment Limited and then KMM Flour Milling Group before starting his own business, Promatco in 1980 acting as agent for a number of German, Argentinian and US steel machinery manufacturers selling steel making and processing equipment to the steel industry in Australia.

Cars have long been a passion for Bryan. In the early 1970s Bryan purchased a brace of 1928 Dodge motor vehicles intending to attend to their restoration a project not completed when in 1978 he purchased as its third owner, 1958 Silver Cloud SGE56 a car that remains in the family under my custodianship.

Subsequently, Bryan purchased a Silver Shadow (chassis nos. now unknown) and MPW Corniche DRH13815 that he enjoyed as family cars before in 1994 Silver Ghost 65LK came into his life, almost complete and with a nice period Gazzard body but all in a sorry state. Progressively rebuilt over a 10 year period Bryan and Sheilah enjoyed many years of rallying with the 20-Ghost Club beginning with the Wholly Ghost tour of central Australia in 1996.

In order to deal with the realities of inclement weather Bryan subsequently purchased from England a 1934 Hooper Sports Saloon 20/25 GAE15 to add to his collection (that is now also in my custodianship).

Bryan also purchased a very original 1931 MG F1 F1316 originally imported into Australia in 1931 as a rolling chassis and delivered to Charles Aspinall for bodying as

a four seater fabric bodied sports car. Bryan arranged to progressively restore this car and upon entry into the Motorclassica in 2013 it won best pre-war car.

Membership of the 20-Ghost Club and Silver Ghost Association gave Bryan and Sheilah the greatest pleasure. They met many wonderful people and facilitated travel to myriad places in Australia they would never have visited on their own. Perhaps Bryan and Sheilah's favourite rally was The Rolls-Royce Enthusiasts Club rally to New Zealand in 2009 in which they enjoyed travelling throughout New Zealand with fellow enthusiast from the United Kingdom in 20/25 GAE15.

Bryan also enjoyed volunteering over many years, to assist the Sir Henry Royce Foundation working with Gilbert Ralph and a team of fellow enthusiasts in the archives being honoured to receive along with his fellow volunteers, The Sir Henry Royce Foundation Trophy in 2023.

At the time of Bryan's passing his attention was focussed on his then current and ongoing project, the restoration of a very original 1952 Bristol 401. Purchased in 2015 and used extensively as the restoration was completed, Bryan was in 2019 awarded the 'Spirit of the Rally' prize by the Bristol Owners Club during its rally to Noosa (Bryan driving to the rally from his home in Beaconsfield Victoria then aged 90 together with Sheilah).

All who knew Bryan can witness to his passion for the marque, to the care, patience and attention to authenticity inimical in the restoration work on all of Bryan's classic vehicles, his knowledge and interest in all things classic car related and to his general engagement in matters of currency within the politics and economy of Australia. Bryan was an interested and therefore, interesting person. To Sheilah and to his children, our condolences and deepest sympathies. With Bryan's passing we have lost a very unique and special personality.



Sheilla and Bryan and the Silver Ghost 65LK which is now owned by Alan and Kay Maden.



On the Wholly Ghost Tour in 1996.



Sheilla and Bryan with their 20/25.

Out and About

There have been plenty of opportunities to use our cars through Autumn. Here is a selection of events our members have been a part of.

With an excellent showing of pre-war cars at the Rolls-Royce Owners Club of Western Australia annual concours, the trophy for Age & Authenticity was awarded to Malcolm Richardson with his restored chassis 18MY from 1932.



Malcolm Richardson's award-winning Phantom II chassis 18MY.



Max Cuyper's recent acquisition, the 20hp, formerly owned by Brian Head.



Julian and Cheryl Walter's 1937 Phantom III, chassis 3BT3.



The stunning 1933 20/25, chassis GLB27, Martin & King coupe belonging to Ian Mcallister at the RROC (WA) concours.

The Tyabb Airshow attracts warbirds, aerobatic displays, and even had a car versus aircraft race. Four 20-Ghost Club members attended along with their cars on what was a very hot, but very popular day held on the Mornington Peninsula. Mark Herbstreit was in 1931 20/25 sedanca GNS60 with his dad Terry. Peter Jordan-Hill was in 20/25 GYD29 with great nephew Byron. Richard Shenfield was in 25/30 GZR4 and Bruce Humphries was in 20hp GJJ62.



Warbirds! A stunning display is assured at this show.



The 25/30 of Richard Shenfield.



The Sedan de Ville belonging to Peter Jordan-Hill.



Bruce Humphries' 20hp from 1927 at Tyabb.

Held in march, the Kalorama Car Rally is a show that has been running for many years, and while it no longer hosts gymkhana events it does remain a very popular day run just outside of Melbourne.



John Reis Phantom I chassis 44EF on the Kalorama oval.



Brendan Pierce Phantom I, 1927 chassis 22RF, also at Kalorama.

A Fresh Restoration



Derby Works completed this 1927 Phantom I, chassis 17TC, and it has recently been dispatched to the owner who lives in central New South Wales.

The car was rebodied many years ago by George Williams in Sydney and presents as new following a comprehensive restoration.

New Members



The Silver Ghost chassis 48RM of Ossie Millar. The wheelbase was extended prior to World War Two when the chassis was used as a hearse, while the current body dates from the 1970s or 1980s and was built by George Williams.

We welcome Des and Sharon Harrington from the Mornington Peninsula, Vince and Rhonda Barbat from Sydney, as well as Ossie and Jane Millar from the Southern Highlands who have joined the Club.

Des and Sharon have recently added the 1923 Silver Ghost chassis 97LK and 1938 Wraith chassis R5WA to their collection. Des already owned the Phantom III chassis 3BT171 which is currently being rebodied by Bespoke Coach Works in Canberra and was featured the summer issue (number 19) of the *Gazette*.

Vince and Rhonda own Silver Ghost 125AU, a 1924 model, and Des is nearing the completion of a major restoration of the Phantom I, chassis 87RF from 1927. Both cars carry Hooper coachwork.

Ossie and Jane own the extended wheelbase Silver Ghost 48RM from 1924 which was formerly owned by Ossie's late father.



Right: Silver Ghost 125AU belonging to Vince Barbat and with original Sedanca deVille bodywork.



87RF, Phantom I Hooper Landulet. It spent years lying derelict on a property in New South Wales, and Vince is proceeding with its restoration.



The 1938 Wraith was formerly owned by Howard Wraith, and is now owned by Des Harrington.



The Phantom III, photographed prior to its current rebuild by a coachbuilder in Canberra.



The 1923 Silver Ghost of Des Harrington, formerly owned by James Baxter, and carrying original Waring Bros coachwork.

Paris Singer and Rolls-Royce AX148

Ian Berg



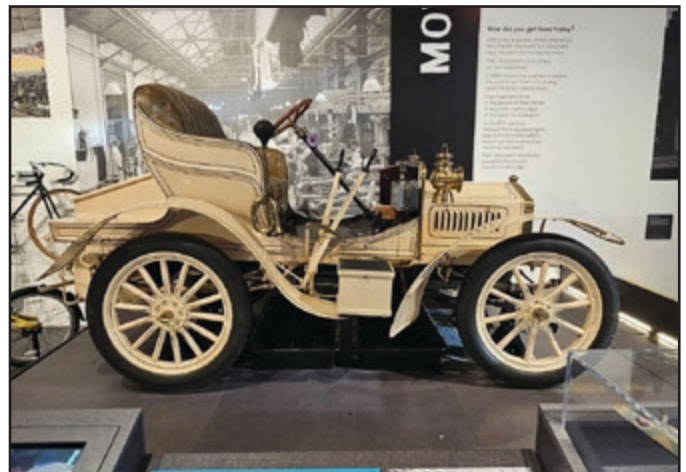
This photograph is said to have been taken at a carnival in 1928. At this time, AX148 was owned by a WM Graham of Castle Bromwich.

One of the earliest Rolls-Royce motorcars in existence is owned by the Science Museum Group and is on display at the Science and Industry Museum in Manchester.

A 10hp two-cylinder Rolls-Royce motor car, Reg. No. AX148; Chassis No. 20162 was produced by Royce Ltd, Cooke Street, Hulme, Manchester in 1905. It is one of three of this type remaining. This was Henry Royce's own vehicle, and it is believed he used it to carry out his duties as a Captain in the Motor Volunteer Corps, before he sold it to an automobile enthusiast and friend Paris Singer in 1906. Singer was the son of sewing machine magnate Isaac Singer and had previously been Royce's first ever customer having purchased a 1904 model from him.

In an ironic early connection, Claude Johnson worked for Paris Singer's City & Suburban Electric Carriage company for a short time before joining Rolls-Royce.

After a couple of changes in ownership, AX148 was bought back by Rolls-Royce in 1935 and the company presented it to the Science Museum.



Right: The car as currently displayed at the Science & Industry Museum, Manchester.

Annual Trophies

David Davis

The trophies will be awarded at our Annual General Meeting held at Wagga Wagga in October. Please ensure you record the mileage travelled over the period 1st July 2023 to 30th June 2024 and the information as indicated below will need to be submitted by email to the Secretary after June 30. A reminder will be sent with form attached, at a later date in our Friday emails.

The 40/50 Trophy

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

The Small Horsepower Trophy

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

The Peter Crauford Trophy

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

The Founder's Trophy

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

APPLICATION FORM FOR DISTANCE BASED TROPHIES

Applicantant's name.....

Chassis number..... Year.....

Odometer reading 1 July 2023.....miles

Odometer reading 30 June 2024.....miles

The car's odometer reading should be used.

Signed

.....
Member

.....
Date

The above application form can be copied, and when completed should be sent to the Secretary.

A reminder will be distributed after June.





Belvoir House and Gardens was one of a number of destinations on our Mornington Peninsula Rally. The full story can be found on page 6.