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ISSUE 2



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-1940 Rolls-Royce motor cars. The name of the Club was taken from the legendary 40/50 hp Silver Ghost and its smaller counterpart, the 20 hp model. The Club activities revolve around the early cars including Silver Ghost, 20 hp, Phantom I, II and III, as well as models such as the 20/25 HP, 25/30 hp and Wraith.

Elegibility for membership extends to owners of all pre-1940 Rolls-Royce motor cars.

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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 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 Club 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 Gazette.

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Coming Events

17 - 22 September 2019	National Tour Creswick, Victoria Rally directors: Bruce Humphries & Richard Shenfield email: Bruce@Humphries.com phone: 0438 987 278 email: rshenfield@bigpond.com.au phone: 0408 364 470
Sunday 24 November 2019	Adelaide Christmas lunch Venue to be advised. Rally director: Rory Poland email: polandonhigh@iprimus.com.au phone: 0422 163 827
Sunday 1 December 2019	Sydney Christmas lunch Deckhouse Café, Clarke Road. Woolwich Dock. Rally director: David Berthon email: dberthon@ihug.com.au phone: 0418 258 878
Monday 9 December 2019	Melbourne Christmas lunch Sandringham Yacht Club. Rally director: Bruce Humphries email: Bruce@Humphries.com phone: 0438 987 278
TBA March 2020	Victoria. One or two day event to be advised
26 - 28 April 2020	Tour to Blackheath via Albury, Wagga, Young and Bathurst This tour is designed to immediately precede the RROC Federal Rally at the Blue Mountains from 30 April to 4 May. Expressions of Interest required. Rally directors: Peter Crauford email: crauford@bigpond.com phone: 0408 819 980
15 - 20 September 2020	National Tour Mt Gambier, SA Rally director: Rory Poland email: polandonhigh@iprimus.com.au phone: 0422 163 827
10 - 24 March 2021	National Tour Tasmania Rally director: Andrew Bayley email: aobayley@bigpond.net.au phone: 0417 142 779

Club Name Badges

We have at last been able to find a new supplier for our name badges.

If any member needs a new name badge, please contact Rory Poland. See Committee page for contact details.

Front Cover: Wendy Wagstaff is pictured alongside Alister Purbrick and the Silver Ghost chassis 32LM, with John Wagstaff seated in the car. Alister is the great grandson of the original owner Reg Purbrick and the car resided at Chateau Tabhilk in the 1930s and 1940s. The setting is the Tabhilk winery when on the Nagambie tour and the car in the background is the Silver Wraith that replaced 32LM in 1950. See feature in this issue.

Picture left: The radiator mascot on 32LM is of Sabino glass. Sabino was a French company that produced opalescent Art Deco glass pieces in the 1920s and 1930s. The company remains in business today under American ownership.

Editorial

The response to the first issue of our *20-Ghost Gazette* has been excellent and I am very grateful to all who have reached out and made contact. The feature article for this issue is the very successful Nagambie winter tour which proved at least to me that we can well use and enjoy our cars, even if they are vintage tourers, on rallies that are held in the middle of winter. Very soon the National rally will be held at Creswick, so you can guess what will be the feature of the Summer issue. Also included for the first time in this issue is a Classifieds advertisement section which is a truly dedicated marketplace for pre-war Rolls-Royce cars and parts, so don't hesitate to take advantage of it should you be buying or selling.

Tom Clarke was able to identify the abandoned Phantom I on page 9 of the Winter issue. It is Phantom I, 87RF which is a Hooper sedan de ville and is listed on p.194 of *Rolls-Royce and Bentley in the Sunburnt Country*. The car came to Australia in November 1929. Tom has since updated the online supplement to *Sunburnt Country* to include the photo, and believes the car is still owned by Peter Limon who lives in the Bowral area in New South Wales.

I am appreciative of those of you who have graciously provided articles and photographs for the *20-Ghost Gazette*. Some material that is not time sensitive will be held over for future issues, but please do not hold back on forwarding through any news of events or information on pre-war Rolls-Royce cars. Early rally photos, and histories of Rolls-Royce cars and their owners are always fascinating reading. The membership of the 20-Ghost Club is quite diverse with most people typically having multiple and different interests. Hence I believe it is fine to include material in the *20-Ghost Gazette* that is a bit 'off-topic'. If it is of interest to you then the chances are it is of interest to others too.

Ian Berg, Editor

Got Anything To Sell Or Wanted?

Don't forget to submit your For Sale or Wanted advertisements for relevant vehicles, parts or automobilia to the Editor for inclusion in the next *20-Ghost Gazette*.

There are people still restoring cars so think about what is hanging about surplus in the garage or shed - somebody may be able to use it.

Photos can be included too.

Chairman's Message

Welcome to the second edition of the *20-Ghost Gazette*. The Gazette has attracted a good deal of favourable comment both here and in the U.K. and the U.S.

We have had some interesting events recently, the Sydney visit to Brian Tanti's workshop was well supported and those attending were shown some state of the art restoration techniques. The Lunch run to Pakenham Racing Club was also very well supported and George Blenkhorn used his considerable influence to secure this venue, with a great lunch in this superb new racing complex. Unfortunately the chairman's 20/25 was observed with a flat tyre after our excellent lunch. This was quickly changed by Bruce Humphries and Geo Blenkhorn with Bruce bringing out a trolley jack from the cavernous boot of his Wraith.

The Nagambie winter tour was well supported with John and Wendy Wagstaff bringing their Ghost utility 32LM from Queensland. This car was sold new to Reginald Purbrick and a highlight of the winter tour was John showing the car to the grand children of the original owner. The Purbrick family own Chateau Tahbilk winery where we enjoyed a fine lunch and John and Wendy took 32LM to a retirement village in Nagambie to show the car to the grandson of the original owner who was thrilled to see the old family car.

We have been rather spoiled of late with a recent edition of David Berthon's annual Journal and also the first edition of Ian Berg's quarterly Gazette.

I encourage members to support this year's National Tour, based in Creswick and capably organised by Bruce Humphries and Richard Shenfield. It promises to be full of interest with lovely driving runs on quiet roads through delightful countryside with historic gold rush towns. The A.G.M. will also take place at this tour and I encourage anyone who feel that they may have a contribution to make to stand for the committee, or to organise a run of some kind, either a lunch event or a longer tour. Fresh blood brings fresh ideas.

If there is sufficient interest I will organise a tour from Melbourne to Blackheath in the N.S.W. Blue Mountains. Departing from Melbourne on 26th April 2020, spending the first night in Albury, and the night of 27th April in Young and arriving at Blackheath on the evening of 28th April. The first day's run to Albury would be a little over 300kms with the next two days runs being roughly 250 kms each. Please let know if you are interested in this run as I will then take it to the next level. Participants also may wish to attend the RROC Federal Rally which will be held at Leura commencing on 29th April.

Safe motoring and good health to you all.

Peter Crauford, Chairman.

Visit To Brian Tanti's Workshop

By David Davis

A visit to Brian Tanti's workshop was organised for the evening of 11th July, 2019 and was well attended by 25 members and friends. Brian formerly worked out of Lindsay Fox's Museum in Melbourne and has moved to Sydney over the last 12 months. He specialises in the building of bespoke cars more particularly those of the fast variety. The equipment he has available included tables with infinitely variable stops so that full size chassis can be set up and assembled with precision and thus welded up exactly. There is jig which holds a full-sized buck for the beating of the panel work to form the outer skin of the body. A spyder body was in the course of construction on that jig. The buck had the pipe framework to support the outer shell fitted around it awaiting the formation of the panels to be fitted. The buck was made out of wood and fitted together in slices so that when the work was finished, it could be removed in pieces without disturbing the finished shell.

There was an English Wheel which is a giant C clamp fitted with small wheels which can be adjusted as to their relationship and are used to shape panelwork,

usually in small sections which are then welded together to form a section of body work. I remember when the scuttle of my car was being made in 1966, Jim Elliott said that he had formed 100 individual pieces on the English Wheel which he then welded together to complete the piece. A lot of skilled work. Brian had a German made hammer which also was a large G clamp with two discs which came together in a hammer fashion to form metalwork. Both machines, while seeming to perform the same function were in fact used for different applications.

Following Brian's address at commencement, we wandered around the shop looking closely at the various machines and jigs thus being able to appreciate the quality of work carried out in the building. Brian was on hand to answer all our questions ranging on from the functions of each machine to the type of work that he prefers.

Light refreshments were served which provided the opportunity for members to swap tales about our favourite subject.



The English wheel for panel forming.



A timber buck used for panel forming and fitting.



The panel hammering machine.

Midwinter Tour Nagambie

By Ian Berg with photos by Andrew Bayley and Ian Berg



The lineup in the main street of Nagambie is headed by Bruce and Mary Humphrie's 1939 Wrath.

We had 12 entries, and 23 people out for the Nagambie midwinter tour held in the middle of July. Thankfully the weather was good with little rain to interrupt the three days we enjoyed with eight Rolls-Royce cars and a handful of moderns. Our motel backed onto the lake and being within a short walk of local restaurants, pubs and shopping was very well situated. Day one we visited Goulburn Dam, and then the Noorilim Estate, an extraordinary Italianate mansion built in 1879 for William Irving Winter and rated as one of the grandest homesteads in Victoria.

The area is in the heart of some great wine country so needless to say we included trips to a number of wineries. We visited Fowles winery which included a presentation by Cathy Goubault-Lawrence about her community work, particularly in Tahiti. Cathy with her husband Hugh also run a gallery in Nagambie. Other features included a river cruise on the Goulbourn, and a lunch at Tabhilk winery and vineyards, while our final dinner was at the spectacular Michelton winery.

Of particular interest was the homecoming of John and Wendy Wagstaff's 1924 Silver Ghost chassis 32LM to Tabhilk, as it was early in its life owned by Purbrick family who still run this winery and vineyards. Wendy and John live in Brisbane and had driven 32LM to Victoria for the occasion, and were able to show-case the car at Tabhilk the day we were there. See sidebar story



The mansion at Noorilim Estate.



The first stop on day one was for breakfast at Kirwan's Bridge reception centre just outside Nagambie. Peter Willcox's Phantom II is in the foreground. with Anthony James' Phantom next in line.



Bruce and Mary Humphries 1939 Wraith. Look closely and you can see someone snoozing in the back-seat.

Midwinter Tour Nagambie (Cont.)

By Ian Berg with photos by Andrew Bayley and Ian Berg



The old yellow ute came all the way from Brisbane. John and Wendy Wagstaff, 1924 Silver Ghost.

From Sue and my perspectives the joy of the rally was in driving an early Rolls-Royce over a few days in beautiful Victorian touring territory. Roads were quiet, and we had leisurely stops at some really neat country towns like Euroa and Violet Town. All of this was in the company of others who enjoy the Club and the cars as we do. Throughout the tour the cars behaved themselves with the exception of a minor exhaust leak on the Humphrie's Wraith requiring some stainless steel welding at a winery no less. Our collective thanks and congratulations go to Peter and Elizabeth Crauford for organising an excellent rally and also to Bruce Humphries for his capable management of the entries and finances.

Entry list for Nagambie Midwinter rally

Ian and Sue Berg - 1921 Silver Ghost 62JG
John and Wendy Wagstaff - 1924 Silver Ghost 32LM
Peter and Elizabeth Crauford - 1925 New Phantom 10LC
Anthony and Carolyn James - 1927 Phantom I 60RF
Peter and Suzanne Willcox - 1933 Phantom II 26MY
John and Sofija Virgo - 1934 Phantom II 80SK
David and Ellen Bailie 1937 25/30 GMP70
Bruce and Mary Humphries - 1939 Wraith WHC36
Richard and Wendy Shenfield
Andrew and Marg Bayley
David and Marilyn Forward
Rory Poland



David and Ellen Bailie, 1937 25/30.



John and Sofija Virgo with Rory Poland in John's 1934 Phantom II.



Anthony and Carolyn James, 1927 Phantom I.



Peter and Suzanne Willcox, 1933 Phantom II with blackout lamps (somebody should tell Peter the war is over).



Peter and Elizabeth Crauford, 1925 Phantom I.



Ian and Sue Berg, 1921 Silver Ghost.

Midwinter Tour Nagambie (Cont.)

By Ian Berg with photos by Andrew Bayley and Ian Berg



On the Goulburn river boat cruise are from left Marilyn and David Forward, Bruce Humphries and Margaret Bayley.



From left to right are Sue Berg, Wendy and John Shenfield, Elizabeth Crauford, Mary Humphries and Ian Berg.

Reg Comes Home

by Ian Berg & John Wagstaff

John and Wendy Wagstaff's 1924 Silver Ghost has a great story behind it. The car was purchased new in London by the Australian born, British politician Sir Reginald Purbrick. Purbrick was a friend of Sir Winston Churchill and they holidayed together on the continent in the car at Berritz where the car was kept. In 1934 the car came to Australia with Sir Reginald's son Eric, who ran Chateau Tabhilk which is where the car then resided. In 1950 the car was traded on a new Silver Dawn and was put up for resale by the dealer. The new owner purchased it on the condition that the car was made into a utility for his farm at Euroa and so the rear of the body was removed and suitable timber framework fabricated for a tray. It was used around the farm and also as a fire tender vehicle over the summer. The car ultimately fell into disuse and was found in a poor condition in Melbourne. Following several other owners John purchased it in the 1990s.

After much consideration he decided not to restore the bodywork to tourer configuration recognising that it had spent most of its life as a utility vehicle. Hence today we have one of the most unusual Silver Ghosts in the country - a ute, which John now calls Reg. During restoration the original yellow colour was found and reproduced. The chassis too was originally painted yellow but wisely John had it painted black recognising the liberal coating of oil that a Silver Ghost invariably attracts.

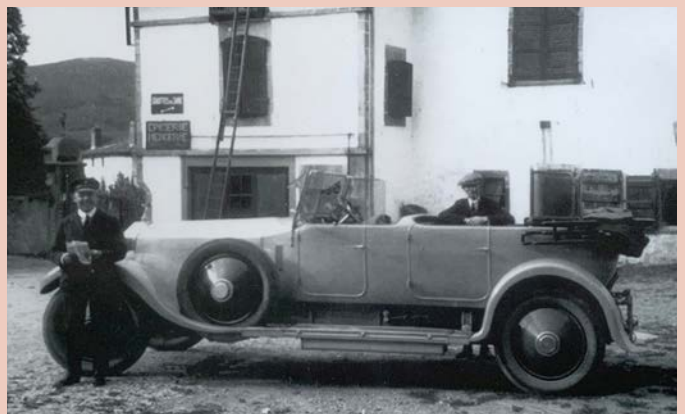
Having it at Chateau Tabhilk on our midwinter tour provided the opportunity to meet up with John & Alister Purbrick, grandson & great grandson of the original owner of 32LM Reg Purbrick, and a photo opportunity with the Silver Dawn that replaced it.

John was slightly miffed when Reg missed the turn-off into Tahblik, he thought it should have remembered where home was after 70 years absence.

The whole encounter was a real thrill, and full credit goes to John and Wendy for bringing the car all the way down from Brisbane for the tour and a memorable 'reunion'.



Pictured at Goulburn Wier is 32LM. Note the imposing Stephen Grebel headlights and the purposeful protective covers.



32LM is pictured c1930 in France.



While in Nagambie, John and Wendy also visited John Purbrick. John is the grandson of Reg Purbrick and was for a long period Chairman of Tahbilk. Now 90 years of age, he was delighted to see 32LM once again.

Peking to Paris

By Alan Maden

How we went from driving a New Phantom to a Silver Shadow in the 2019 Peking to Paris

Alan Maden and his brother Steve are just back from successfully completing the Peking to Paris run in their not quite Phantom. It was clearly quite an adventure and maybe the change in choice from Phantom to Silver Shadow was a good call!

Way back in 2016 my brother (Steve Maden) and I began to prepare a 1925 New Phantom 89HC for the P to P rally in 2019. Steve is more than capable for this kind of thing, as his occupation is that of a LAME (licenced aircraft mechanical engineer). So, he fitted a gear vendors overdrive, leather straps to tie down anything that might have flown off and generally put 89HC into good shape. This was great for me; however I felt that I had led Steve along the garden path somewhat; as by the time application forms and deposits were required to be sent in, I had done some research into the how badly beaten up the cars get during this rally and decided that I liked 89HC too much to beat it up that much. So, I looked for an alternative vehicle and found that the Silver Shadows were inexpensive and had a big lazy V8, together with robust suspension components. We quickly bought one (SRH22160), with the poorest body and best mechanicals that we could find.



Novosibirsk. How many Russians does it take to remove an exhaust pipe?

Preparation commenced again in earnest on the Silver Shadow, installing a roll bar, heavy duty rear springs, additional fuel tank, bash plates underneath, club harnesses and the wiring in of navigation systems and satellite phone as required by the organisers ERA (Enduro Rally Association).

The next 2 years flew by and before you know it, we were in Peking (Beijing) going through scrutineering with the rally starting the next day Sunday 2nd June 2019, from the Great Wall of China.

During scrutineering, we were shocked at the high degree of preparation that the other competitors had gone to, stripping out their cars to reduce the weight and adding performance suspension and worked engines/drivetrains. It was nothing to have spent from \$150k AUD and up to \$500k AUD on these vehicles. The general consensus from the scrutineers and other competitors was that we would not make it out of China, let alone make it across the much feared, daunting tracks through Mongolia. With all of our spare parts, luggage, camping gear and additional fuel (including another 40lt of fuel in jerry cans, totalling 180lt onboard) we were well over 2.5 tonnes and way overweight for this type of extreme endurance rally. The knockers were nearly right, when on day 1 in China, we got lost on a narrow track and when attempting to turn around, I reversed into an irrigation ditch, rendering the vehicle immobile. After some time, we were eventually pulled out by a friendly Chinese passer-by in a 4WD.

Against the odds we made it out of China and early on, tried to keep up with the flyboys across Mongolia in their rally prepared machinery. Our bash plates and suspension were taking such an enormous beating, that we knew this fast pace was unsustainable. Our strategy quickly became one of finishing each day with the vehicle intact. As competitor car No. 120, we were the last vehicle to start every day. However, we were never the last vehicle to finish each day and took some satisfaction from passing many of the flyboys as they were broken down along the way, getting picked up on



Campsite Khazakhstan



The finish line at Paris with an elated Alan and Steve Maden atop the Silver Shadow.

flatbed trucks with broken axles, suspension, steering etc. Two vehicles rolled, with a Porsche being totalled and the driver flown to Germany with both a broken arm and having to have his ear stitched back on. A flatbed truck out of Mongolia cost \$6,000USD, quite an expensive exercise.

The rally route is 14000km, through China, Mongolia, Kazakhstan, Russia, Finland, Estonia, Latvia, Lithuania, Poland, Germany, Belgium and France. By far the most challenging section is through Mongolia, where the terrain is so rough and varied that you have to experience it to be able to appreciate how rugged and wild it is. No words can explain adequately, how it really is. The tracks lead through the Gobi desert with deep tracts of sand, up through mountains with snow, sleet and mud, then down to river crossings both wet and dry. On another occasion, we were lost again in Mongolia and decided to go 'off piste' to take a short cut through a dry river bed. The RR began to sink as we approached and became hopelessly stuck in deep soft sand. Out came the 4WD exhaust bag, to lift the rear end up and fill in the holes under the wheels with

the shovel. Our camping towels became the tracks and the process was repeated 25 times to reverse out 3m at a time. The V8 engine ticked away the entire time, revving up every 10 minutes or so, to fill the exhaust bag without the engine ever overheating in the hot sun. What a machine!

The Silver Shadow worked extremely hard and proved to be incredibly reliable over the journey. The engineering of the Rolls-Royce was impeccable. The only issues were caused by a 12km section of deep mud, which over that distance compacted mud between the bash plate and the sump and exhaust pipes, crushing the pipe near the exhaust manifold. The mud clogged every breather pipe and the engine was starved of fuel on the LHS bank of cylinders, causing enormous backfiring, blowing the caps off the SU carburettors, losing one of them. The mud found its way into the engine bay and scratched every piece of glass on the vehicle especially the windscreen with the wipers grinding away as we tried to maintain visibility. The electric windows ground the mud between the rubber water seals and the glass.

Peking to Paris (Cont.)

By Alan Maden



Day 1 in China over an irrigation channel.

It took the next few nights in various workshops to fix all of these issues, but the Silver Shadow just kept going during the days and managed to get us to the workshops every night. Our claim to fame was that we were the only vehicle in the rally who never engaged the services of the sweep mechanics. This drew compliments and surprise from the sweep mechanics

as early on they thought that Silver Shadows were renowned for being unreliable and that we would be a source of concern to them.

We experienced many more incidents and adventures, too numerous to mention in this article whilst hoping to retain peoples interest.

To wind up, we completed the rally on Sunday 7th July at Place Vendome, Paris. From the initial 120 competitors who entered we finished 40th overall and won silver medals, which is very appropriate for a Silver Shadow. This result was quite good considering our lack of rally experience and our 'inappropriate' vehicle. The main reason we faired so well was due to attrition of the others rather than our own good performance; a real tortoise and hare scenario.

The scenery was magnificent throughout the entire trip and the roads gradually improved through Russia and again in Europe, including the coffee. The rally was truly a feat of endurance for driver, navigator and machine. It was relentless and you couldn't relax for a split second without bearing undesirable consequences. On the other hand, it was an incredible adventure and one of the most challenging and exciting things you could ever do. At the end of the rally in Paris, we were both elated and relieved. We both said that we would never do such a thing again. Three weeks later, at the Zurich airport, after enjoying separate relaxing holidays with our wives, we met up again and were already thinking that it wouldn't be such a bad idea to do it all again!



Alan had originally intended to enter his 1925 Phantom I, and wisely decided against it in preference to a later Rolls-Royce Silver Shadow. The Phantom carries unusual two-door Martin and King coachwork from 1935.

Lunch at the Pakenham Racing Club

By Bruce Humphries

George and Sue Blenkhorn were the hosts for a very pleasant lunch at the Pakenham Racing Club on Sunday 7th July, 2019. The day started out very pleasant with sunshine and a light breeze. Rain was forecast for later in the day, but it appeared that everyone managed to get home before it started. The Club was very well appointed with many new facilities. We were able to watch the racing while eating a good three course "Christmas in July" dinner.

We assembled at 11.30 and were given the pride of place display area right in front of the Club. Two other car clubs were also in attendance. 22 members attended along with 9 visitors – guests of Nanette and Gilbert Ralph (5), Peter Jordan-Hill and Mark Herbstreit (2) and George and Susan Blenkhorn (2).

The racing programme started at 12.30 and included 6 races. Despite the availability of race books for everyone, the form of the horses, trainers and jockeys was analysed by all with varying degrees of success. Preferences for lady trainers and jockeys were popular but not invariably successful!

All the cars performed well, despite some difficulties with navigation and finding the site of the Club at its apparently new site outside Nar Nar Goon. A wheel change was required on a 20/25 after arriving at the track but with several willing helpers, the matter was quickly fixed (and confirmed that all 20/25 wheel hubs are right handed!).

Members and their cars attending were:

David and Jane Alsopp	20HP	1925	GPK73
George And Susan Blenkhorn	SG	1922	70SG
Peter and Elizabeth Crauford	20/25	1934	GED11
George and Fiona Forbes	20HP	1926	GOK74
Bruce and Mary Humphries	Wraith	1939	WHC36
Peter Jordan-Hill and Mark Herbstreit	Wraith	1938	WRB60
Peter and Barbara McBeth	20/25	1935	GPG23
John and Carol McQuay with Rod and Bambi Hanson	25/30	1937	GMP23
Gilbert and Nanette Ralph	20/25	1936	GTK20
Bryan and Sheilah Harper	Modern		

Our guests for the day were: Andrew and Renee Burton, Tim and Jane Curtis, Cate Stafford, Andrew and Carole Turner, Xavier Emei and Noah Blenkhorn.

Our thanks to George and Susan for a memorable day.



Form guides and food at Pakenham.



Peter Crauford's 20/25 had a flat tyre but it was only flat on the bottom.



The lineup is headed by our host George and Susan Blenkhorn's 1922 Silver Ghost.



David Axe's 1932 Armour Plated 20/25

By David Axe



The car drove to and back from Toowoomba for the Federal rally which for David and Nancy was a 2000 mile trip. It did not miss a beat.

David Axe brought his impressive 1932 20/25 along to the RROC Federal rally held at Toowoomba in May. This very appealing limousine has a fascinating history and he outlines it here.

Our 1932 20/25 hp Chassis GHW75 came off test on November 5, 1932 and was sent to Brussels probably under the direction of Walter Sleator of Auto Brittanica Motors Paris. On board the SS 'City of London' sailing on the November 12. Arriving in Brussels for coachwork by Van den Plas, in steel lightly armour plated and hardened glass.

Coachwork was built in limousine style as ordered by Dr Jose Ignacio Cardenas, the Venezuelan Ambassador to Holland and France. He had been Ambassador to Spain from 1910 to 1925 and was awarded the Grand Order Of Isabella by the Spanish Queen. Based in The Hague, Holland, Dr. Jose travelled between the two countries in very dangerous times as this was with



The only known photo of Dr Cardenas - looking rather formidable.

the rising power of Hitler. The Doctor had thwarted an incursion against Venezuela, and so had plenty of enemies.

Large rubber bumpers were fitted to the car enabling other cars to be moved out of the way should the need arise. Extras include a large steel gun box under the front seat back to the battery box, which was very heavy and we have removed but kept, as we do not have a gun licence! Also removed was what seemed like a pissor under the floorboards over the propshaft. A panel is pulled up and away you go! But on reflection it was later suggested that oil or ball bearings could be sent down to dissuade following cars or horses. One very unusual occasional seat rises from the floor for Dr Jose's 12 year old son. The interior wooden fillets and panelling seems to be aboyna veneer with ebony stringing set in what I think is satinwood and is still in very fine order. The magnificent head and sidelights are by Willoq & Bottin being made in Brussels. The whole car is very original and kept in oily rag condition having been in a museum after the Doctor's death in 1949 until we bought it in 1984.

Right; the headlamps are imposing and rare, being provided Willoq & Bottin. The badge is one of two original Dutch Royal Automobile Club badges on the car.



The single jump set was installed for the Ambassador's son. The car benefits from extensive and detailed woodwork fittings and was finished to a very high standard. it remains in very original condition.



Winton Racer

By Ian Berg

Seen at Winton in May was Gary Keane and his extraordinary Rolls-Royce. The special is fitted with a lump of an engine being a Rolls-Royce B81 straight 8 engine. These engines were built for military use, and many armoured cars such as the Ferret, Saladin, Saracen, Martian, and Stalwart were fitted with them in the post war period. The B81 was the largest engine in a series of their military application engines and at 6.5 litre in various configurations it developed some 185 to 220hp, with a topline of 3750rpm.

Gary came across the Phantom 1 (Chassis 58XJ) as a stalled project. At one point it was thought to have been a hearse. This chassis cannot be identified in Rolls-Royce and Bentley in the *Sunburnt Country* (Tom Clarke / David Neeley) and may have been a recent import.

The rebuild included the manufacture and fitting of a supercharger with twin Hudson carburettors. Bodywork is a striking natural finish aluminium two seater, designed in collaboration with the coach-builder Steve Barnett from Bendigo. The car wears 21 inch wheels and Gary reports that it drives beautifully, is a well balanced performer and he has completed many miles since completion of the project.

Gary is also the owner of a Phantom II being the Egg Merchant van which was seen at the RROC Victorian concourse held at Wesley College in 2014.

This car, a 1931 model chassis 6JS, was originally bodied as a Sedan de Ville by Barker, however after the war it was re-bodied as a light 12 seater bus by Beutler for use as a hotel car in Interlarken. Gary purchased the car from a US collector in recent years.



The Egg Merchant Phantom (chassis 6JS) on display at the RROC Victorian Concourse held in 2014. This car is beautifully presented with quality body construction very evident.



The Rolls-Royce special with the coachbuilder Steve Barnett



It's a brute - the straight eight military use Rolls-Royce engine. The car is fitted with a custom made supercharger and inlet manifolds.



Christopher and Rita Whites' Rolls-Royce, Part Two

By Chris White



Chassis GP1 was in quite sound condition however in need of bodywork particularly to the woodwork, the mudguards and the running boards.

Chris was not enjoying the driver's seating position in his 20 hp GPK 1, and a rethink was required for the recommissioning of the car, which was starting to look more like a full restoration. He continues an outline of the progress from Part One which can be found in the Winter edition of the 20-Ghost Gazette.

The retrim and replacement of timber wood work.

Early in 2013 it was decided enough was enough and changes to the car's seating set up was required along with a full retrim and minor panel work. This would get GPK right for another 90 years.

After much research, it was decided to use Grant White motor trimming (Rosanna) as he specialises in many veteran and vintage cars as well as he can carry out other basic repairs to hood frames and wood work if not too complex.

An estimate was given and accepted, but this also depended on what was found under the old trim. To save on costs I stripped the old trim out.

Once removed we realised that this was a bigger job than we thought with much old timber needing to be replaced, a new floor to replace the wrong ply wood one, new seat springs for both front and rear seats, changes to hood frame and side curtains and replacement of a couple of hood bows.

We also discovered that the original Auster rear screen fittings behind the front seat were there, the Barker light tilt mechanism had been removed (hole in the body still there) and the Head light bar had been welded into

place at sometime, with the Large Lucas RB 60 light reflectors had been "butchered" to take 1950's sealed beams.

The more I looked the more I found was incorrect or had been done to a very ordinary standard. My wife just said "Stop Looking" but this not in my DNA. I was also driven by the original photographs taken of it when it was new, showing how it was in 1925. It was and is my mission to get it back as close to that as possible.

This was to include replacing of the light mechanism, reinstating the Boa horn, replacing the side wheel carrier from the right to the left hand side, finding an original English tax disc, the list went on.

Grant White looked at the wood work and decided it was too big of a job for him and this would have to be undertaken by an experienced coach builder or cabinet maker.

As I mentioned before we had spent many years restoring our Californian Bungalow in Apollo Bay with the wood work being undertaken by an exceptional young tradesman Dave Howell. After much pleading David agreed to undertake the work on the car, but only at nights and weekends due to time commitments. He advised that I would have to be patient as it could take at least 6 to 8 months of and on to get finished (there always seem delays in restoring not only a Rolls-Royce but any old car.)

As I wanted it right I had to work in with him. The car was driven back to Apollo Bay and placed in his huge shed.

Dave can do anything providing he had the information. Where this could be obtained? John Reis came to the rescue and was very kind in letting us visit his home and take many photographs and measurements of his car. This involved removing of floor board and seat bases. This was very valuable as the body on this car has never been restored or altered, so was an excellent reference which would enable us to get GPK1 right.

Further information was also obtain from a touring design on Page 260 and also referring to original Rolls-Royce coachwork notes and recommendation in a reprinted brochure in Fasal. This gave the correct seat height, angles and other distances from the controls. This was critical in getting the new wood work and wooden seat frames right. It also allowed for the windscreen and pillars to be returned their right proportion and height.

This along with personal preferences enabled fantastic result. Grant White travelled to Apollo Bay to inspect the work and advise whether any other repairs changes were need. However as I am 6ft 2" L wanted the seat back as far as possible, but this was determined by the "bridge" in this type of body. A decision was taken to get the front seat back as far as possible. This unfortunately meant that the side curtains could be no longer stored in the back of the front seat. However it was more important to me for comfort and room when driving.

The more you look the more you find!

There were many other things I wasn't satisfied with this include a cracked wooden dash, wrong floor boards, poorly made replica valance panels worn door hinges and twisted door frames (due to age)

The use of incorrect nuts and bolts (as these were UNF) I assume this may have done when the car received "Make over" (during 1985 - 1990's) There were also wrong bolts holding the mudguards and other components. The list went on.

Using the internet I was luck to source a set of original factory floor boards, compete with all the fittings to replace to old incorrect homemade ones. Overtime other items were also found. These included the missing tax disc, the correct Auster rear screen, and an original battery box cover with instruction plate, and rear luggage rack.

It was clear that many bolts would have to be replaced with the right type, but to purchase these through a major Rolls-Royce specialist would have cost a small fortune. I am lucky that my mate who owns the vintage Packard also has a major engineering business and offered to make the missing nuts and bolts to the original specifications. He has also made many other bits and pieces for the car. How lucky am I. whilst the car was still in Apollo Bay, Dave carefully removed all four door skins straightened the door frames and repaired the hinges and refitted the skins without any damage. This was a day per door procedure and was very stressful to the both of us.

The final job he undertook was to remake the running boards as the original photos showed, a tool box in the running board was remade, with the correct metal covering and a special brass molding edge coming from America. Frames have also been made to take the coheir running board mats.

To be continued...



Silver Ghosts - Then and Now, Part Two

By Ian Berg



Chassis 1332 was found in a damaged and abandoned state on a property in NSW. (Sir Henry Royce Foundation - SHRF)

The stories of the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia (Victoria)

Part 2

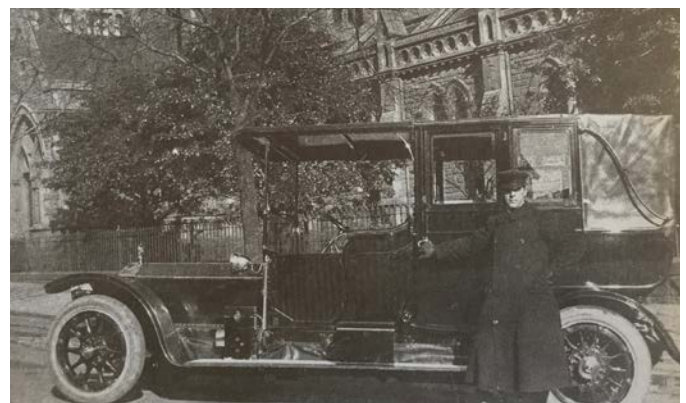
A continuation of the story of the 17 Rolls-Royce Silver Ghosts that have been a part of the life of the Veteran Car Club of Australia, Victoria (VCCA Vic). At one time there were a large number of Silver Ghosts in the VCCA (Vic), reflecting the high survival rate of early Rolls-Royce cars in general.

This series covers what we know of the specific cars of the club in Victoria. See our WINTER edition of the 20-Ghost Gazette for part 1.

1910 model – Chassis 1332

This car was originally an elaborate and imposing limousine and sold to an Australian who then exported it to Melbourne. A photo of it with original coachwork fortunately survives. After various owners it was rebodied in 1934 by Supreme Motor Body Builders as a sedan. Supreme was a Melbourne based coachbuilder that is thought to be have been connected to the Sydney coachbuilder Smith & Waddington.

Over many years 1332 had a number of modifications undertaken and indignities imposed in order to modernise the car. It was eventually recovered as a wreck in Jindabyne, NSW in 1955. After a series of owners, it is now owned by Garry Dubois who purchased the car, still in unrestored condition in 1987. It is yet to be seen on a rally however Garry is fitting the chassis with a period correct Roi-des-Belges body from a veteran Talbot, and he is well advanced with a very high-quality restoration.



When new chassis 1332 was a chauffeur driven limousine in Melbourne. The car had hand-painted vertical stripe-work on the elaborate coachwork. (Irwin)

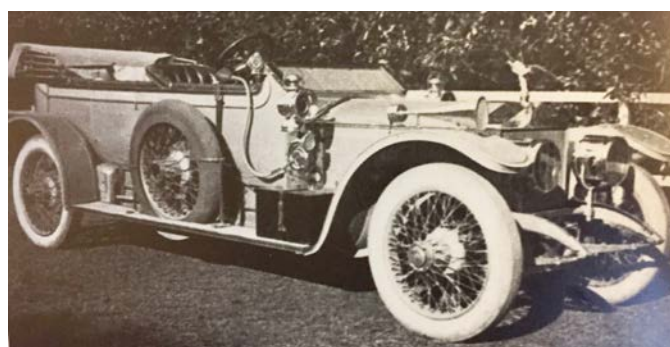


The rear view shows the delightful Roi-des-Belges coachwork currently being fitted. (Berg)



A 2018 photo of chassis 1332 while undergoing restoration in the workshop of Garry Dubois. (Berg)

it was a derelict chassis. He purchased it from the Housing Commission who had found it on a sawmill they owned near Beaufort. Maurice paid £25 for the car and had a rather basic replica touring body built during restoration. The car participated in the 1957 Golden Fleece rally to Ballarat and was shortly after sold to a US buyer. For many years it was part of the William Harrah collection, one of 16 Rolls-Royce cars Harrah owned through the 1960s, 1970s and 1980s. The car was rebodied in the USA, this time in the style of a Mulliner two-seater. When most of the Harrah collection was dispersed in 1988 the car was sold, and it has had a number of owners since. It is also believed to have been rebodied yet again.



This photo shows chassis 1334 when new and bodied by Barker. It was owned by a pastoralist in New South Wales. (Irwin)

1910 model – Chassis 1334

Sold new via Kellow Motor Company in Melbourne to a pastoralist in NSW, chassis 1334 was originally fitted with a high sided Barker touring body. The car was subsequently rebodied as a more modern tourer and passed through a series of owners before falling into disuse.

In 1952, well before the formation of the either the VCCA (Vic) or the RROC, and before 'old crocks' came into vogue, Maurice Markoff tendered for the car when



The Rolls-Royce Silver Ghost is shown on the 1957 rally during a break at Bacchus Marsh. (VCCA Vic)

Silver Ghosts - Then and Now, Part Two (Cont.)

By Ian Berg



Another view of the car, chassis 1334 on the Golden Fleece rally. Alongside is a FN (Fabrique Nationale) which was also owned by the Markoff brothers. (VCCA Vic)



The Harrah collection featured chassis 1334 in their catalogue in the 1970s and 1980s.

1910 model – Chassis 1363

Originally purchased new by J Herbert Syme (of the Melbourne Age) this Rolls-Royce was fitted with a full sided Barker touring body but with no windscreen. It was rebodied as a more modern tourer in the 1920s by Angus and somewhere around 1930 the car was again rebodied as a sedan by Cheetham and Borwick, coach builders in Melbourne.

This was a frequent practice on many early Rolls-Royce cars by a number of coachbuilders. It was most commonly done however by Martin and King, who were



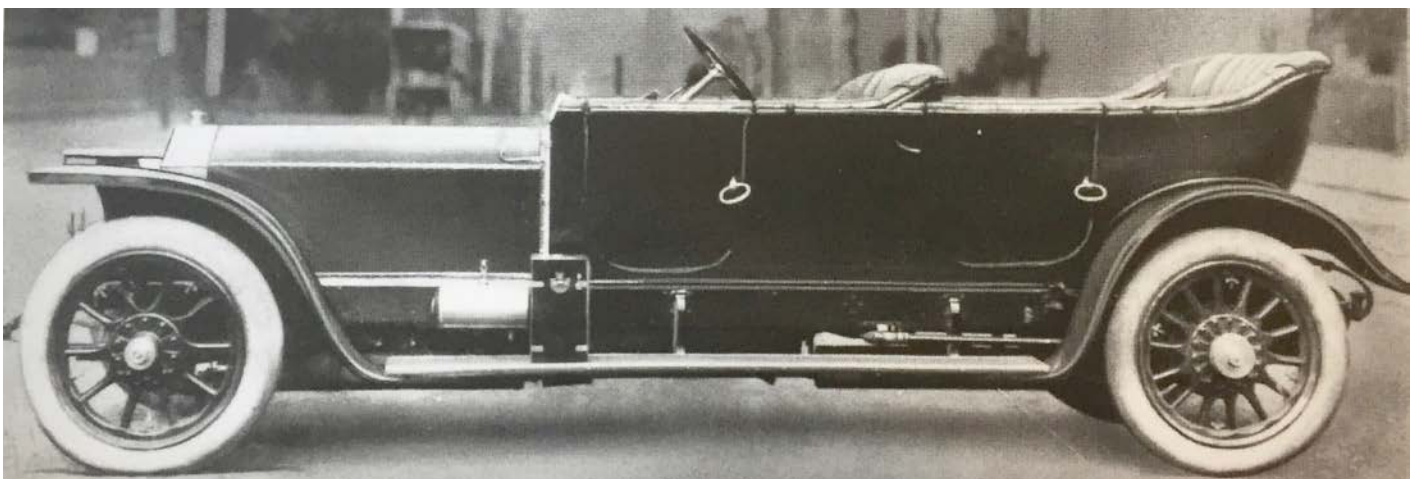
Photographed in 2016 in the workshop that was used for many years by John Griffiths, it still retained the Cheetham and Borwick body from c1930. (Berg)

also in Melbourne. Quite a number of Rolls-Royce cars were imported as second hand chassis to be rebodied by Martin and King in the early 1930s.

The car is one of the last remaining unrestored pre-war Silver Ghosts in Australia. It was owned and driven for many years by John Griffiths but rarely if ever participated in a veteran car rally. John had purchased the car in 1958 and with the help of Giff Hatfield towed it to his home in Hawthorn behind John's Rolls-Royce Phantom I. Following John's passing, the car was sold in 2017 and it has been recently purchased by Robert Stunden. I understand that Robert is to commence a full restoration including the reproduction of a period body faithful to the original style.



A family photograph of the car when owned by JH Syme. (SHRF)



Chassis 1363 when new as photographed by Algernon Darge

1910 – Chassis 1425

This car was originally fitted with a Barker landaulet body for a South Australian buyer. It was found in around 1954 by Gavin Sandford-Morgan in largely original condition, except that the original body had long been removed and the car was being used as a farm hack. Gavin negotiated it's purchase, drove it the 60 miles to his home and then undertook restoration to a high standard using a period correct Roi-des-Belges body. Gavin was determined to complete the car in time for the first Golden Fleece Rally to Ballarat in 1956. It performed on that rally with distinction in the hill climb and a speed event, and impressed many with its effortless power and grace.

Reg Hunt acquired the car in 1958 and was to own it for over 30 years, participating for many years on veteran car rallies, as well as the 1970 International Veteran

and Vintage Rally and other interstate rallies. In 1959 Fred Miller-Robinson and Reg Hunt drove 3000 miles in 1425 to Brisbane and back in order to participate in the Centenary of Queensland rally which was run between Brisbane and Surfer's Paradise. The trip was not without incident and the challenges included a sheared drive dog on the rear hub. Fortuitously (incredibly), they were carrying a spare and were able to proceed after some challenging repairs.

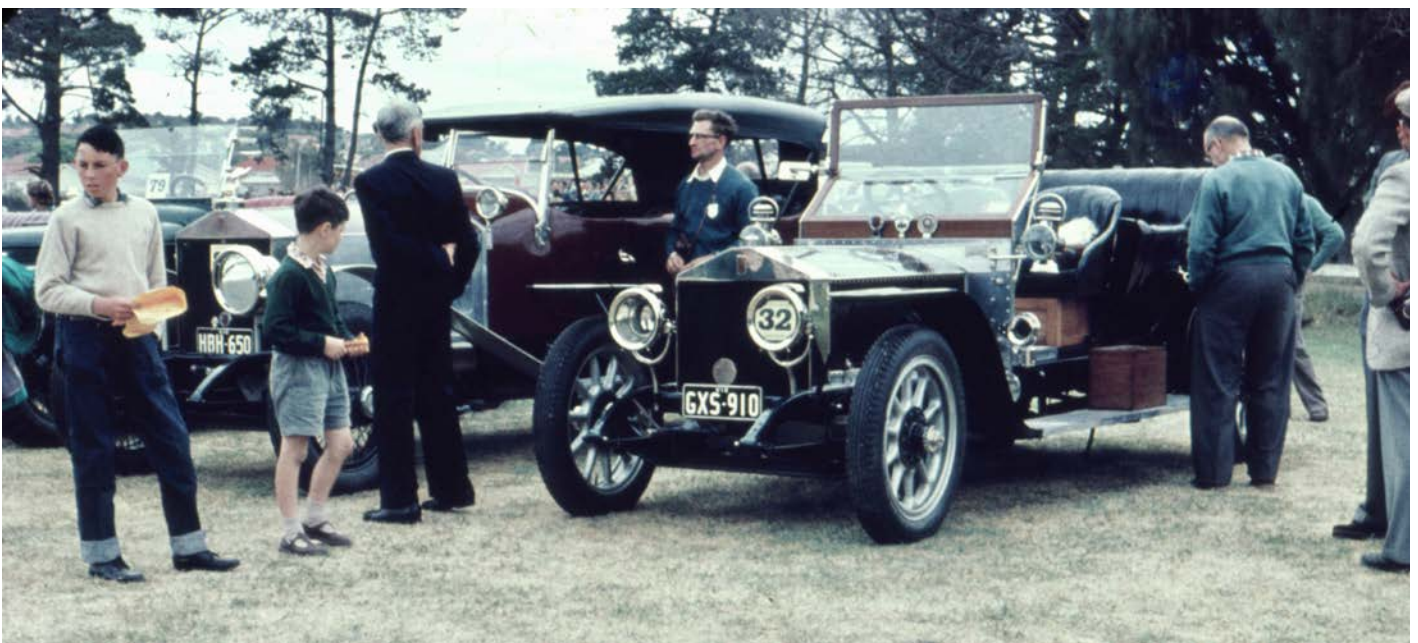
For a period of time chassis 1425 was also on display in Reg Hunt Motor's car showroom on Nepean Highway Elsternwick. The car for many years was then under the stewardship of Ian Irwin in Canberra and used as a reference vehicle while Ian was restoring his own Silver Ghost (chassis 1404). Chassis 1425 now resides in Melbourne, the owner being a resident of the UK.



The 1959 VCCA (Vic) rally overnighted at the Lord Mayor's Holiday Camp at Sorrento as it did for a number of years at this time. Chassis 1425 was at this time owned by Reg Hunt and pictured is Mavis Hunt. (VCCA Vic)



The elegant proportions of the period body fitted at the time of the restoration are clear in this photo. The rear part of the body was found when it was being used as a garden seat next to a suburban tennis court. (Irwin)



Chassis 1425, entrant number 32 on the Golden Fleece rally of 1959. Alongside is Jim Cooper's 1914 chassis 40YB. (VCCA Vic)

Silver Ghosts - Then and Now, Part Two (Cont.)

By Ian Berg



Gavin Sandford-Morgan is shown the day he acquired chassis 1425 from a property where it had been undertaking general farm duties. (Irwin)

1911 model – Chassis 1520

Originally built as a Hooper bodied Landaulet the car came to Australia in 1914 and was owned by Sir William Charles Cooper of Sydney. It was thought to have been rebodied sometime around 1916 as a tourer. Chassis 1520 subsequently came to Victoria in the 1920s, and in 1965 it became part of the Faris Palfreyman collection in Ingleside, Queensland. Palfreyman had assembled a large collection of veteran and vintage cars including an extraordinary 18 Rolls-Royce Silver Ghosts. Eleven of the Silver Ghosts were auctioned off in 1969 while a number of the veteran Ghosts remained with the Palfreyman family for some time.

The car has been owned by Robert McDermott since 1991. Driving chassis 1520, Robert entered the 1995 Targa Tasmania as competitor number one and it featured in much of the publicity around the event. It won its class and the Denny Hume award. Robert also participated in the ambitious Wholly Ghost tour of central Australia in 1996 along with 40 other Silver Ghosts and their enthusiastic owners from all over the world. Robert has been seen with the car, which displays a delightfully patinated finish at numerous events in and around Melbourne in recent times.



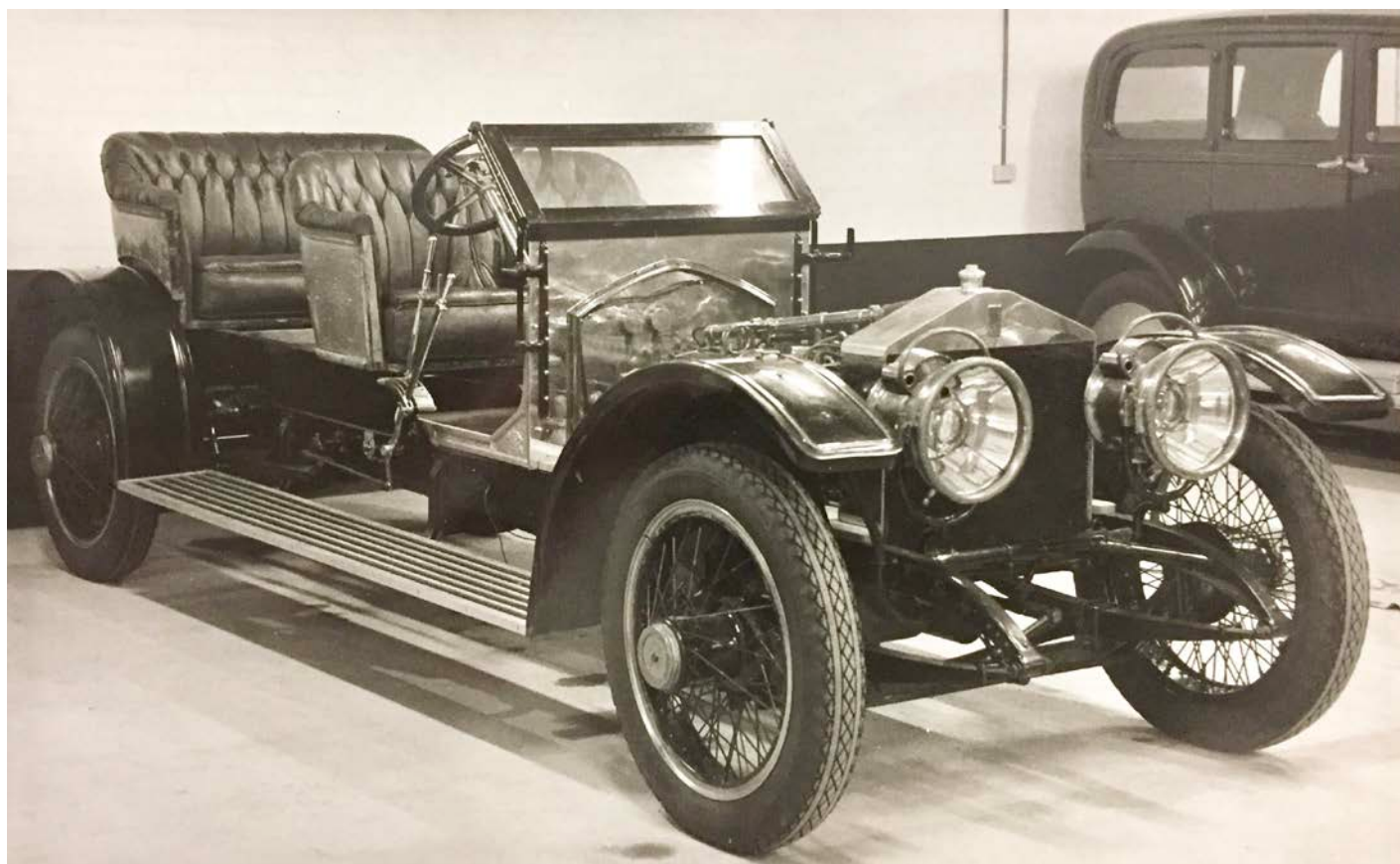
Robert McDermott is shown on the 1996 Wholly Ghost Outback tour shortly after he recommissioned the car. (Praeclarum)



Robert has used the car on many events and shows including the Mornington Great Australia Rally where it was pictured in 2017 (VCCA Vic)



This photograph is from the 1969 Auction catalogue. Chassis 1520 can be seen centre front row.



Chassis 1520 for some years was a part of the Palfreyman collection and is shown here amongst the other Rolls-Royce cars and chassis he owned in the 1960s. (SHRF)

Garage find - A 20hp is unearthed after 35 years

By Ian Berg

They are still out there!

A delightful HJ Mulliner bodied light saloon has been residing in a Melbourne garage since the 1980s, having been purchased by its owner in 1970 in London and imported into Australia some time later. The car, chassis GBM 37 is complete right down to the gaiters, luggage rack and all original fittings. Some mechanical work has been done over the years including engine, king pins and bits and pieces however it as not run. The body is a well proportioned saloon with divider, fabric upper and Aluminium below, interior is largely original and quite beautiful. This would make a wonderful oily-rag car, or could be the basis for a concours restoration. The owner is now contemplating exactly what to do with his car, a late 20hp built in 1928.



Breaking News

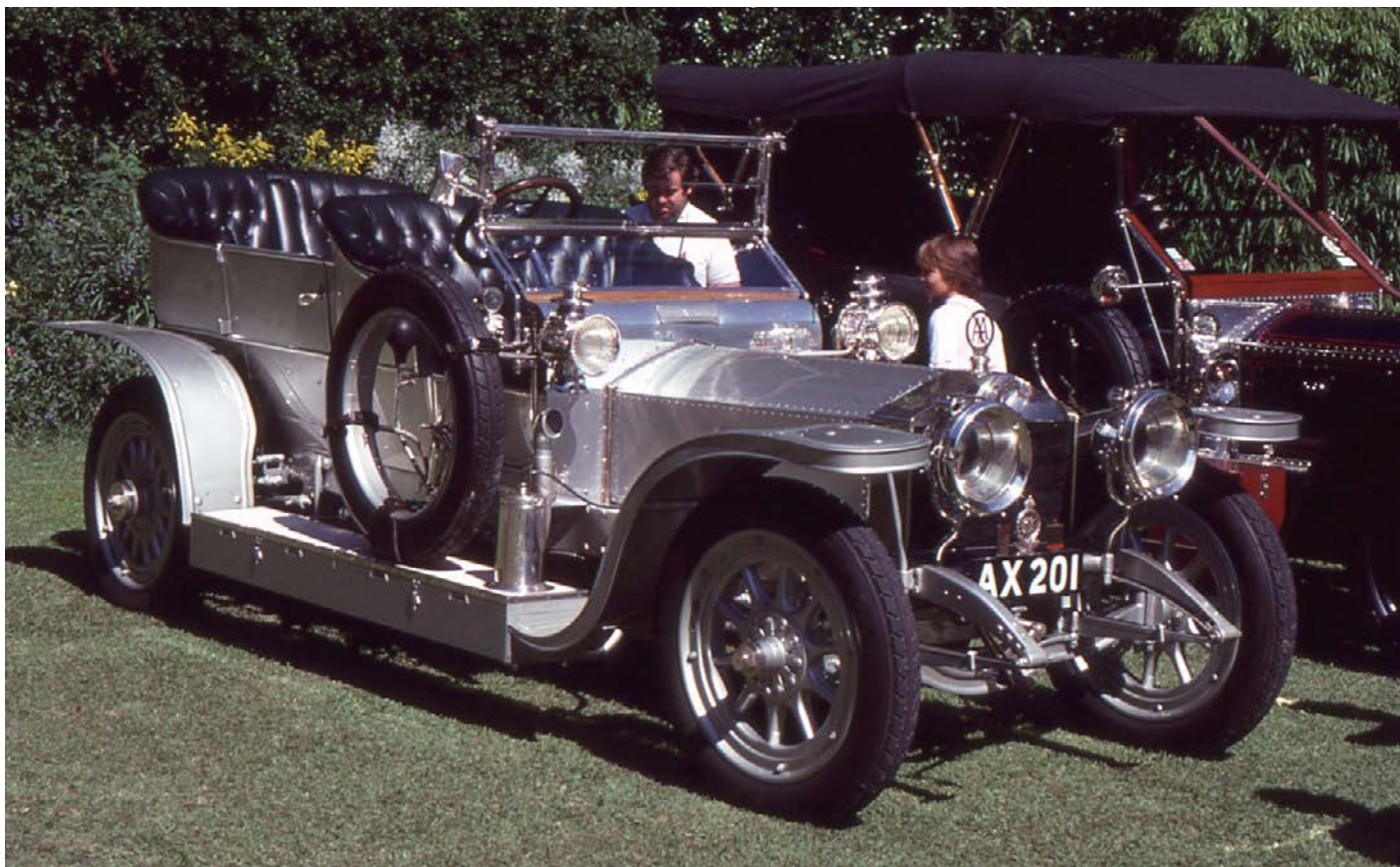
By Ian Berg

Volkswagen have sold the original Silver Ghost AX 201

We have learnt that Volkswagen have sold the original Silver Ghost AX201. The car was the 12th model 45/50hp produced and was commissioned by Claude Johnston the Managing Director of Rolls-Royce as a publicity vehicle. It is the original 'Silver Ghost', so named for its whisper quiet smoothness as well as silver paint and fittings. The car had been bought back

by the company in 1948 and Volkswagen obtained it in the purchase of the Rolls-Royce and Bentley company in 1998. The car is thought now to have been purchased by a private collector in the USA.

In 1984 the car came to Australia as part of the 80th centenary celebrations of Rolls-Royce and was exhibited in a number of capital cities as part of a world-wide tour. Thanks to Chris White for alerting us to this.



Photographed at a 1984 display at Government House in Melbourne AX-201 is parked alongside David Jones and Robert Griffith's 1913 Silver Ghost chassis 2617. Also at the event was the 1910 Silver Ghost, chassis 1425 which at that time was owned by Reg Hunt.

National Tour Creswick, Tuesday 17 to Sunday 22 September - Still Time To Enter!

Our annual National Tour will be held at Creswick and features excellent touring including the picturesque towns of Daylesford, Skipton, Ballarat, Maryborough and more. This is a wonderful part of Victoria and we are staying at the acclaimed RACV Resort at Creswick. The AGM will also be held on the Saturday afternoon.

Please contact Bruce Humphries if you have any questions and we hope to see you there. Note that the close off for entries is September 10.

Email: Bruce@Humphries.com

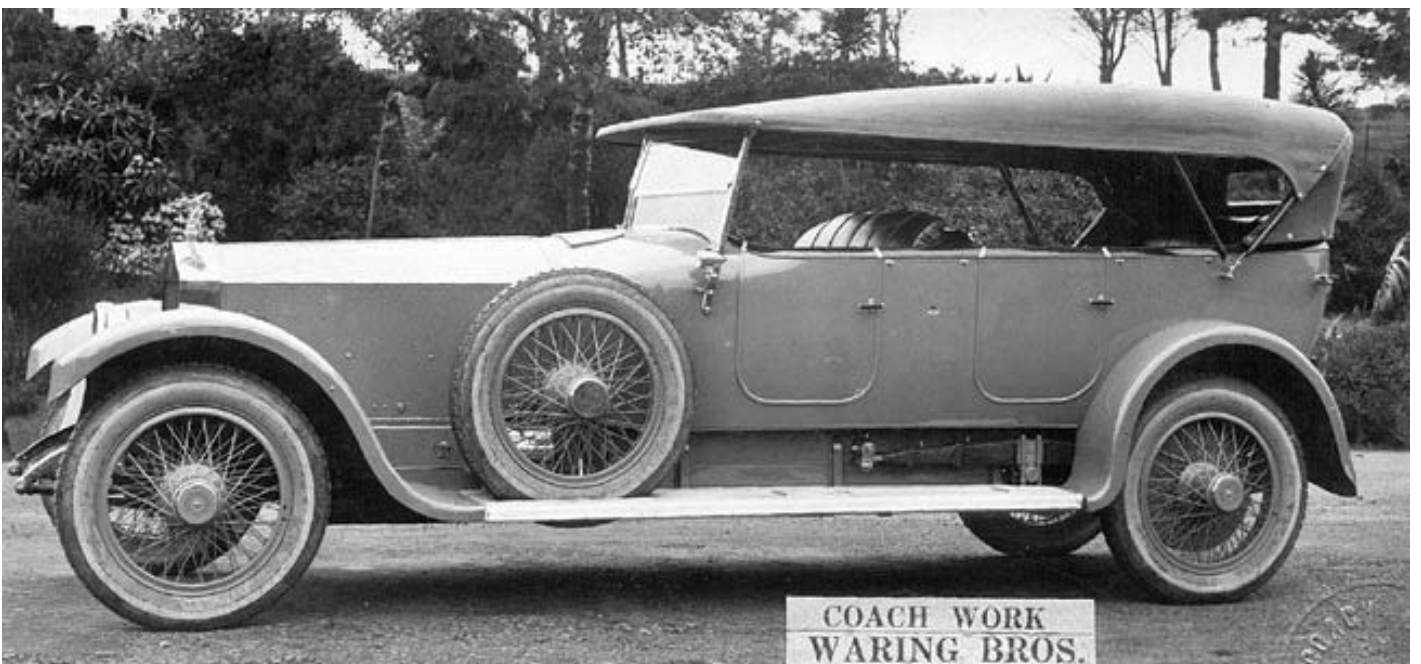
Phone: 0407 545 037



97LK



Pictured is Richard Knight in 1923 Rolls-Royce Silver Ghost 97LK. Richard purchased the car in 1964 and participated in many RROC events over the years. Photo taken in the 1960s. The car is now for sale - see our Classified advertisements section.



Private Classifieds

EXPRESSIONS OF INTEREST SOUGHT

1923 Silver Ghost 97LK

Chassis off-test in March 1923 and shipped to Melbourne, bodied by Waring Brothers. The car retains its original, 8-seater tourer body, first shown on the Waring Brothers' stand at the 1923 Motor Show, Exhibition Buildings, Melbourne. It returned to that venue for the Australian International Concours d'Elegance (Motorclassica) 2016, where it won the Vintage and Veteran class, and Best Rolls-Royce.

It is a long wheel base chassis and has a full set of tools in fitted trays.

From 1923 to 2018 the car carried Victorian original enamel plates, 788.

Should a prospective Victorian purchaser want to restore the original registration number, this can be by separate transaction.



Contact:

Dr James Baxter
jamesb613@bigpond.com

Final date 30 September 2019, unless sold prior.

FOR SALE

Parts for Phantom II

Telegauge Sender KS480

\$500

Fabric Coupling 319

7 inch Dia. \$120

Contact:

Peter 0412 204 321



FOR SALE

King of the Road side lamps

The lamps have been re-nickled.

These were on my 20hp but are incorrect.

I have seen a set on a Phantom I. \$120

Contact:

Ian Berg 0419 364427



FOR SALE

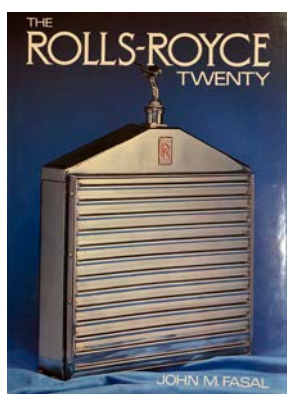
John Fasal advises that he still has a number of the second edition of *The Rolls-Royce Twenty* book available.

This is an incredibly comprehensive volume on the 20hp models and invaluable if you have an interest in the small horsepower Rolls-Royce of the 1920s.

Price is £100 plus postage.

Contact:

jfasal@btinternet.com



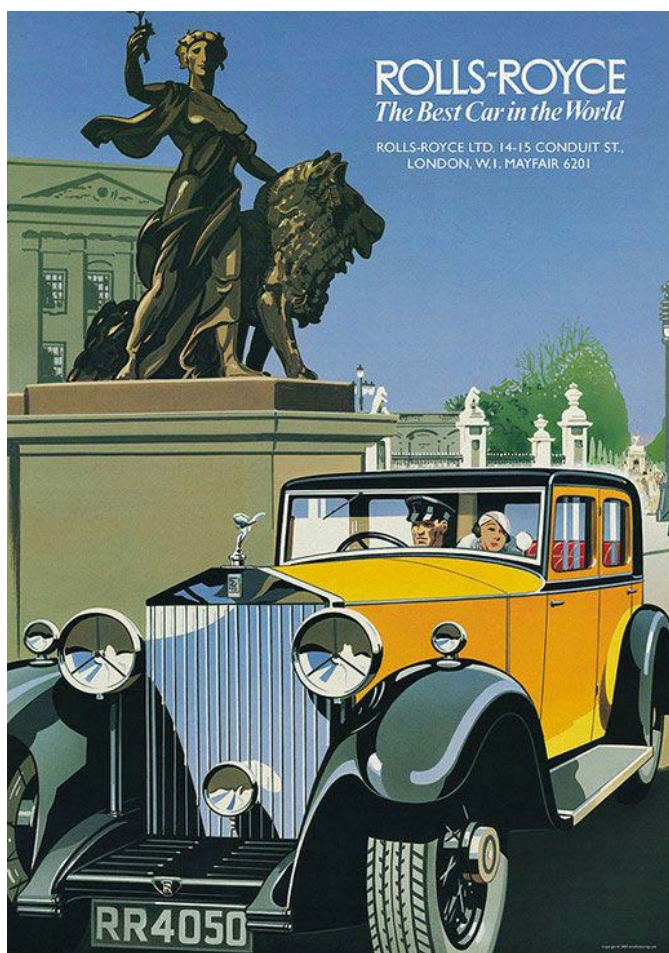
FOR SALE

Wheels

One pair for 20/25 or 25/30 short hub chassis. \$600 plus freight.

Contact:

David Axe 02 4324 1952





A lineup in front of the main street of Nagambie on the recent winter tour. Pictured from left to right are John Virgo, 1934 Phantom II, Carolyn and Anthony James, 1927 Phantom I, Ian and Sue Berg 1921 Silver Ghost, Elizabeth and Peter Crauford 1925 Phantom I, Bruce Humphries, 1939 Wraith.