

WINTER 2020
ISSUE 5



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, 20/25, 25/30 and Wraith.

Elegibility for membership extends to owners of all pre-1940 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 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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Print Post Approved

Publication Number 100028215



Contents

Chairman's Message.....	4
Editorial.....	4
20-Ghost Club Australian Chapter Dinner.....	5
GOK69 A Humiliating Fall from Grace – with a Happy Ending.....	6
Tyabb Airshow.....	8
Flying - My Other Hobby.....	10
AOMC Display.....	12
GWE16 - An Australian delivered Rolls-Royce 20/25.....	13
The Story Of 83K5, a 20hp Rolls-Royce.....	16
A Tale Of Two Phantoms.....	18
The 20-Ghost London Dinner.....	23
The Recommissioning Of Rolls-Royce Silver Ghost Chassis 1425.....	24
Silver Ghosts - Then and Now, Part Five.....	25
Robert and Colin Angas - and their Rolls-Royce 40/50, Chassis 1388.....	28
A 20hp Work in Progress.....	30
For Sale and Wanted.....	31



Coming Events

September 15 - 20, 2020	National Tour Mt Gambier, SA Rally director: Rory Poland email: polandonhigh@optusnet.com.au phone: 0422 163 827	TO BE CONFIRMED
March 10 - 24, 2021	National Tour Tasmania Rally director: Andrew Bayley email: aobayley@bigpond.net.au phone: 0417 142 779	



Above:

New Phantom, chassis 43CL is pictured c1946. The car was originally owned by Sir Malcolm Barclay-Harby and originally bodied as a limousine by Thrupp & Maberly.

It came to Australia in 1939 and some time later the body was converted to this attractive Allweather tourer.

Chassis 43CL is now owned by Bruce Gardner who reports on this and his other Phantom on page 18 of this issue of the Gazette.

Front Cover:

Ian Berg's 1934 20/25, GWE16 leads the Club lineup at the Tyabb Airshow held in March. See article pages 13-15 for the history of this car. The photo on left is from the *Rolls-Royce Bulletin* of May 1935, and shows the 1935 Amsterdam Motor Show stand. GWE16 is the car on the far end.

Chairman's Message

As we are all aware, with the Coronavirus, all tours and meetings have been cancelled. This has also been compounded by the fact that many of us are in the highest risk category. The proposed National Tour to Mount Gambier is still scheduled for 15th to 20th September 2020 and the Barn Motel currently has a group booking for us. There will be a further update by the end of June when we can hopefully advise you of the position looking forward to September. Similarly with respect to the holding of the Annual General Meeting, under the terms of the constitution the AGM can be held up to the 31st December 2020. Hopefully we will be in a position to update members as to the timing of this event before 1st January 2021.

The time spent at home gives us an opportunity to carry out maintenance and restoration on our Club cars which will give us all some useful and perhaps overdue effort to improve our cars. By now you should all have received your copies of the 70 year book and I do hope you have been enjoying this superb publication.

Unfortunately, the work by Queensland motoring enthusiast Doug Young to remove the luxury car tax on historic cars has been dealt a body blow with the current financial conditions imposed by the huge necessary expenditure regarding continuing life and employment in this country.

To keep our members informed and interested we have increased the circulation of material by email, which we hope you find of interest. This will continue on a

weekly basis and may mitigate to some extent the fact that we are unable to use our Club cars as we normally would. I welcome any contribution which you can make in terms of the finding and restoration of your car and perhaps highlighting people and events which are not strictly about your Club car, or old photographs and where is it now? I am sure this type of material will be of interest to members. So please forward any material to me or to Ian Berg and we will circulate this material to members. Once you start on this path you may well find that the act of putting pen to paper will unlock people, cars and events which you have almost forgotten. Certainly, this has been the case for me in preparing my own upcoming ramblings! The short YouTube clip of steam train 3801 driven from its restoration shed onto the turntable was a wonderful sight to me, especially as Martin Bennett has since advised me that the driver, David Thurlow, is a member of the RROC and assisted Martin in the restoration of his Silver Wraith. What a small world. I have always felt that a strong affinity existed between Rolls-Royce owners and steam locomotive enthusiasts and this is proof of that connection. Martin is well known as an author and past editor of *Praeclarvm* and he is also an engine driver.

Hopefully, we may soon be in a position to plan a way forward with interesting events, but until then stay well and we all look forward to the time when we will be able to use our wonderful cars again.

Peter Crauford, Chairman.

Editorial

We have a good mix of articles in this issue of the *Gazette*, with a good variety of small and large horsepower Rolls-Royce cars featured. It seems the lockdown has encouraged quite a few to put their story together. Thank-you very much to all who have contributed. Keep them coming - your input makes the *Gazette* so much more interesting.

I write this just as the lockdown has been eased, and as a result have managed to take out the Silver Ghost for a test run for the first time in three months. Like everyone I am looking forward to the time we can tour with our cars and with the 20-Ghost Club. We are still hoping this year's National rally to Most Gambier will be on, and the Committee will make a call on this very soon, obviously as informed by the regulations in force at the time.

In the process of restoring a 20hp Rolls-Royce, I have been encouraged to learn that there are quite a few others who are doing the same. Some of these projects are close to completion and we should see them on the road soon. The 20hp is an endearing car, smaller but in some ways much more refined than its highly regarded big brother. In 2022, it will be 100 years since the 20hp was released. It would be great to see a special rally in 2022 to celebrate the centenary of the small horsepower Rolls-Royce. I think it would be well supported, and I would propose it be open to all members, and all 20-Ghost Club eligible cars.

I hope you enjoy the Winter edition of the *20-Ghost Gazette*.

Ian Berg, Editor

20-Ghost Club Australian Chapter Dinner

By David Davis

February 10, 2020 held at the Union Club, Sydney

The Autumn edition of the 20-Ghost Gazette included a picture of the dinner held for Sir John and Lady Lesley Stuttard's visited to Sydney. Sir John has recently retired after nine years as Chairman of the Club in England and as a follow up we now include his address. Those attending the dinner were Peter and Elizabeth Crauford, Bruce Humphries, Keith and Marie Wherry, David and Clare Davis, John and Elizabeth Milverton and David and Diana Berthon.

Chairman Peter Crauford welcomed our guests and related that Sir John and Lady Lesley had recently toured Tasmania ably assisted by Andrew and Margaret Bayley who was able to introduce them to distant relatives. Sir John addressed members after the main course. Conversation continued well past coffee. A great evening.

Sir John's Address;

Peter (Crauford) thank you and your colleagues for hosting this memorable Dinner for Lesley and me tonight at the Union Club. It is over 40 years since Lesley and I first visited Australia and although things have changed, one thing remains the same - the hospitality and warm welcome we have received.

On this visit we have spent almost three weeks in Tasmania and received much help from Andrew and Margaret Bayley who are now good friends. 'Tassie' was spectacular- one of Australia's best kept secrets - stunning countryside, temperature, climate, wonderful food and wine - and quiet roads!

I am sorry we came a year too early with our Ghost and so will miss the pleasure and enjoyment of Andrew's Tour next year.

The 20-Ghost Club Australian Chapter was formed almost 28 years ago and I am sorry that Malcolm Johns can't be present tonight to celebrate the Club's 70th Anniversary.

During the preparation of the Commemorative Book, it has been a pleasure to work with David Davis and David Berthon who I hadn't met until this evening and who became great penfriends over the last nine months. Similarly, I have enjoyed, during my nine years as Chairman of the Club, corresponding with Rory Poland, David Vann and most recently, with Peter Crauford. Then I have known Bruce Humphries for years through our Firm, Coopers and Lybrand and it has been a pleasure to see Keith and Marie Wherry and John and Liz Milverton on so many club tours and events in Europe. The 20-Ghost Club is currently in very good shape. We now have more members (almost 400) than at any time in the Club's history. Although the average age of the members is not decreasing, we have a steady stream of new members from the US, Continental Europe and in the UK where members of the RREC are joining our Club. We are

not just the oldest Rolls-Royce Car Club in the world but we are increasingly being seen as the Club which represents all models of Pre-War Rolls-Royce Motor Cars.

In order to ensure that the Club continues to thrive, we have tried to analyse the key success factors, they seem to be:

Organising tours that are different and which inspire,

Arranging events at interesting locations and with interesting people.

Matching the quality of the cars with the quality of activities and associations. In this regard, we are delighted that HRH The Duke of Gloucester is our Honorary President.

Ensuring a programme of communications, through publications and the website which keep members informed.

Enjoying each other's company and ensuring that these treasures, the works of art, of which we are temporary custodians, are appreciated by the public as well as ourselves.

On becoming Chairman of the Australian Chapter 15 years ago in December 2004, at a dinner here at the Union Club, Diana Jones said 'The Club was started to ensure the survival of Pre-War Rolls-Royce Motor Cars and to enjoy what they have to offer. It was not about prestige and social standing. It was about driving the cars, preserving them and socialising among like-minded people.' I think that says it all and I am sorry that she didn't live longer to enjoy her 20hp more.

Over the years, we have been fortunate to have individuals who have led the Club and organised many events. Their names are recorded in the recent publication.

In the recent past we owe a debt to John Kennedy (who organised tours in the 1980s and 1990s) and Tim Forrest (who sadly passed away in December). Lord Elgin was our President for 32 years. Adrian Garrett has been a member of the Club for 66 years and is the longest serving member.

Looking ahead, in Europe, we have an exciting programme of activities this year, two tours of Scotland, 2021 a Tour of the former Habsburg Empire. In 2023 another Alpine Tour to commemorate the 110th Anniversary of the Alpine Trial in which Rolls-Royce Motor Cars performed so well. There are plenty more events in the pipeline.

Peter, Lesley and I have thoroughly enjoyed our three weeks in Australia, we have escaped the awful fires and we have been fortunate to discover the jewel, Tasmania, your best kept secret and tonight, we have enjoyed your company and hospitality.

Thank you, from Lesley and me (John Stuttard).

GOK69 A Humiliating Fall from Grace – with a Happy Ending

By Peter McBeth

GOK69 was a Hooper limousine, complete with division and talking tube. It was delivered in 1926 in London and came to Australia in 1929. Thomas Henry Payne, a member of the Victorian Legislation Council was the first custodian. Payne was educated at Geelong Grammar and was President of the Melbourne Club in 1927. Having inherited a £1,000,000 estate from his father in 1897 he was a very wealthy man. In today's money that would be about \$155 million.

Payne lived at 'Leura', one of Melbourne's grandest of mansions sitting on 8 acres at the corner of Orrong and Toorak Road. The mansion was controversial as its demolition in 1956 led to public outrage – 'Como' was next on the list. The episode led to the formation of the National Trust. Too late for Leura but a saviour for Como.

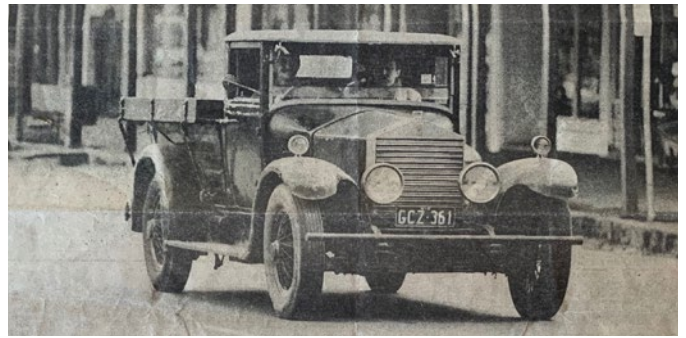


Leura mansion was on a large estate in Toorak.

Life was pretty good for GOK69, living in the lap of luxury, frequent trips to the Melbourne Club and relaxing in the motor house of one of Melbourne's most special of homes.

What could possibly go wrong? But things were about to take dramatic turn. Three years after the car's arrival at Leura, Payne died. The house was sold and so was the car. The new owner was John Wotherspoon, a grain merchant in Beaufort, Victoria. Wotherspoon already had two 20hp Rolls-Royces both of which had been converted into utilities. GOK69 too was then given the 'ute' treatment. From rubbing shoulders with the aristocracy and living in a Toorak mansion, it was now delivering grain to farmers, all in the period of a few short years.

Once GOK69's productive life was starting to diminish, it changed hands a number of times, still as a utility until purchased by Arthur Johnson. Johnson was a real character and lived in Maldon where it lived with him in a life of relative retirement. All that was required of it was local errands and a bit of firewood carting. Arthur owned the car for 23 years and continued to drive it into the township of Maldon until he was well into his nineties.



Arthur Johnson, from Maldon was featured in The Sun newspaper when he owned the car in 1986. Arthur, aged 76 used it for shopping and collecting firewood. He had owned it for over 20 years at the time. (Photo from The Sun newspaper)



When Arthur Johnson died, fate stepped in again and GOK69 was sold to a custodian who lived in Cowes. Following his ownership, in 1993 it was sold to Doug Temple who ran a number of early Rolls-Royces as wedding cars. Doug obviously saw the potential in GOK69 and set about constructing a coupe body modelled on GEN30 as pictured in John Fasal's definitive book on the Rolls-Royce 20hp. The original Hooper body front was retained and a rear tub from a hot rod was used to complete the body.

For someone who had no formal training in bodywork to achieve what Temple did was quite an achievement. I purchased the car from Doug as an incomplete project in 1999 and undertook its completion. This was expected to be a relatively straight-forward project but of course I had underestimated the size of the task. I arranged for a long-time friend and body man, Mark Rye to come and have a look. 'It just needs a little more to finish' I said naively. Having taken a couple of inspection laps around the car and silently pondering its state, he said he would complete the job but only if I let him have his head and do it properly. I agreed to this.

New mudguards were made, the doors re-skinned and the scuttle remodelled. The body had been over-timbered and in the process Mark 'removed half a forest' from the top section of the roof. Fortunately, the rear tub had been formed beautifully and required no change. All new glass was fitted. As so often happens the little finishing project ended up taking over a year.

Paint and trim followed. I was warned the trimmer I had selected would be reluctant to take on the job unless he liked the car. Fortunately, he loved it and again I let him do the job the way he wanted to. I was thrilled with the both the paint and the trim.

The engine was another matter. It had not seemed all that bad, so I decided to just drive it and see how it went. With its first major outing to Mount Buller, GOK69 disgraced itself with a full-blown failure to proceed. This required a complete engine rebuild and by 2004 this was completed.

GOK69 however has now come full circle. It started with an aristocratic life before moving onto become a farm hack. It has now enjoyed a major rebuild and accompanying facelift ready for another chapter in its colourful life. The car really is a wonderful example of the 20hp Rolls-Royce and in spite of the challenges, its restoration has been an experience and it is a joy to own.



GOK69 is pictured at Xavier College in Kew at the RROC (Vic) Concourse in 2018.

Tyabb Airshow

By Ian Berg

The Tyabb Airshow is held in March every second year at the Mornington Peninsula Airport in Tyabb. As a member of the Peninsula Aero Club our Treasurer Bruce Humphries, ensured that the 20-Ghost Club secured an excellent display area. This was set amongst the many classic cars on show at the event.

The Peninsula Aero Club was established in 1964 and has been located on the site ever since. The airshow has raised funds for numerous local charities and volunteer organizations such as the CFA, Headspace, Riding for the Disabled, local hospitals and sporting clubs. It attracts some 10,000 spectators, not only from Victoria but from all round Australia and has turned out to be a real aviation extravaganza. Throughout the day we saw extreme aerobatics demonstrations, the RAAF aerobatic team - the Roulettes, as well as numerous ex-military and private aircraft to view up close and in the air. Two particularly interesting planes were the thunderous Corsair and the Curtiss Warhawk. The Corsair, dating from 1951 is a folding wing fighter plane ex US Navy and the Curtiss an equally thundering warplane that saw service in the Pacific with the RAAF. These were impressive and thunderous and it is great to see them being maintained and demonstrated in airworthy condition.



The 20-Ghost Club fielded five cars on the day.



Taxiing in readiness for a demonstration flight.

The wind speed exceeded allowable limits for the Tiger Moths hence Bruce Humphries was unable to have his own plane in the air. Like most of our members Bruce's interests are wide and in the accompanying article Bruce has outlines his interest in flying and Tiger Moths.

This was an excellent day out for the Club and it was attended by;

Ian, Matthew and Alastair Berg - 1934 20/25, GWE16

Peter and Elizabeth Crauford - 1935 20/25, GBJ68

Peter Jordan-Hill and Mark Herbstreit - 1931 20/25 GNS60

Howard Wraight - 1939 Wraith WXA50

Bruce Humphries - 1939 Wraith WHC36



Peter Jordan-Hill's 20/25 and Howard Wraight's Wraith.



A 1907 McIntyre motor buggy on display.



The magnificent Corsair and a Curtiss Warhawk were the highlight of the day.



Aerobatic displays were a feature of the show.



Bruce Humphries' Wraith in a meaningful stance.



With a lone taxiway right in front of the crowds, and a single runway, everybody had an excellent view.

Flying - My Other Hobby

By Bruce Humphries

I have been fascinated with aeroplanes and flying for as long as I can remember. I started flying at the Royal Newcastle Aero Club in 1967 and went solo after around 20 hours.

My first solo was memorable as much for the time in the air as the achievement itself. My instructor at the time was Carmel Brown, an excellent teacher and pilot. We spent most of the preliminary training in a Cessna 150 – a very light two seater aircraft. Carmel would sit beside me and spend most of the time (it seemed) looking put of the side window and smoking (Well it was the 60s!) and would point to the appropriate instrument (altimeter, compass, airspeed, etc) if my flying was not exactly accurate for a circuit around the airfield without apparently looking at the instrument panel. She said she could feel my flying inaccuracies and she was always right...

Carmel was a big girl and when she finally told me to pull up after the umpteenth circuit for that day and climbed out, I was on my own. With her weight out of the small aeroplane, it took off like a startled gazelle and climbed to the circuit height of 1,000 feet in no time at all. Everything went well and I was back on the ground (and remembered to collect Carmel where she was waiting on the side of the runway) before it really sank in what I had achieved.

A slap on the back from Carmel and drinks on me in the club bar soon followed...

My flying went into abeyance for a few years while I moved with work to Sydney, London, Sydney and finally Melbourne where I joined the Royal Victorian Aero Club based at Moorabbin. Training resumed first gaining a restricted private license, and after theory and practical exercises on cross country flights, became an unrestricted private pilot. (PPL), which allowed me to fly (in visual conditions only) anywhere with passengers.

Most of my flying has been in Cessna and Piper aircraft and in the process, gained endorsements on retractable undercarriage and constant speed propeller (needed for the bigger and faster 4 seater aeroplanes).

Late in 1990, I purchased a Tiger Moth aeroplane which required quite a few hours of conversion training. An open cockpit, a tail wheel and a fully aerobatic capability coupled with communication between instructor and pupil via speaking (Gosport) tubes was a challenge. The instructor sat in the forward seat and I soon learned to interpret his instructions as much by the subtle movement of his shoulders and head (and occasional hands) as by the Gosport tubes. Tiger Moths were never fitted with radio for their early use as ab initio trainers for the RAAF and later installations often suffered from interference from the engine ignition.

The highlight event was a fly in of Tiger Moths to Temora in 1991 to commemorate the end of WW2. My Tiger was one of the original aeroplanes based at the Empire Flying Training School at Temora for the duration of the war, having been manufactured in Sydney and shipped to Temora early in the war. There is a famous photograph taken overhead the air field at the end of the war showing some 70 plus Tiger Moths lined up around the taxiways. At the reunion, we managed to actually exceed that number of aeroplanes at Temora airfield on the day. I well remember former pilots discovering my aeroplane (it is still in it's wartime colours and wears its original serial number – A17-325) and showing me their log books with A17-325 entries as part of their training. It was quite an emotional few days.

My very first flight was in a DC3 from Williamtown (NSW) to Coolangatta. I was 9 or 10 at the time, and I never forgot the experience. I had an opportunity to fly a DC3, based at Essendon. It was a unique experience. It is a big plane on the ground, and one of my many jobs



There were 70 Tiger Moths surrounding the taxiways at Temora at the end of the war.

as 'second officer' was to do chin up inspections on the engine cowls as part of the ground checks and to pull the propellers through several rotations to get the oil moving. Like all 'tail dragger', the angle of the fuselage on the ground was quite steep and clambering over the wings to refuel was challenging.

The 12 cylinder Pratt and Whitney radial engines were lovely pieces of machinery and when they started up, the propeller tips quite close to the cockpit (so it seemed), made an unmistakeable and very satisfying sound and they ticked over on taxiing.

My final flight in the DC3 included about 20 family and friends for an evening flight over Port Phillip while refreshments were served. And I was in the captain's seat!! Unforgettable!

Perhaps the biggest change I have seen since I started flying is the arrival of GPS and the electronic flight bag. When I did my navigation training, it was all based on paper maps, pencilled routes, protractors and flight computer (which was a specialised circular slide rule). They worked pretty well unless there was any turbulence about. Part of the navigation training was to replot a new course while in the air. All done on your knee with a pencil and ruler. Of course, the new destination you were given to fly to involved going off the map edge and pulling out a new map to draw in the route. Much easier these days with electronic maps and navigation planners. Just remember to make sure all batteries are fully charged!

GPS made a huge difference in setting a course and tracking to the desired way point. We were actually advised to avoid tracking exactly to some frequently used waypoints to avoid potential midair collisions because of the accuracy the systems provided to all pilots.

The only incident I have experienced in the air was a radio failure (which turned out to be a full electrical fault) while flying through the control zone at Coolangatta. I landed at a small airfield nearby after lowering the wheels by hand (50 strokes of a hand pump) and doing a flapless landing. After explaining my problem to Air Traffic Control (ATC) at Coolangatta (an international airport in controlled airspace), they arranged for me to be over the top of the airport at 1,500 feet at exactly 12 midday, and wait for a green light from the tower to land. Other traffic was apparently diverted and everything went perfectly. A classic case of training coming to the fore when something unexpected happens. I wonder how often that green light is used today! The fault? A wire from the alternator parted and the battery was flat. Repairs were fast and straight forward. ATC were very helpful and understanding about the incident.



Bruce Humphries in the rear seat of the Tiger Moth.



The 1913 Tiger Moth, serial number A17-325, pictured at the Tyabb Airshow in 2020.

AOMC Display

By Gordon Berg

The AOMC (The Association of Motoring Clubs) display day was once again held in February at Yarra Glen. With 894 cars and 65 motorcycles this is one the largest motor shows held and once again it benefited from beautiful summer weather. Rolls-Royce motor cars were very well represented and it was pleasing to see that Greg Wayman's 1928 20hp took out Best Pre-1930 Vehicle on the day.

Here is a selection of photos of the pre-war Roll-Royce cars in attendance.



Keith Mortimer's 1934 Hooper bodied 20/25, GAE29.



Peter Jordan-Hill's 1938 Wraith, WRB60.



Greg Wayman's 1928 20hp, GYL74.



Kevin Kane's 1932 20/25, GHW8.

Greg Wayman's 20hp

By Greg Wayman

GYL74 was originally owned by Mr James Bayliss of Birmingham. The vehicle had a fabric saloon body supplied by Atcherley Limited of Birmingham. Prior to the car being sold and shipped to Australia (around the time of the second world war) it had a motor swap with GYL55 –which was swapped after the death of Mr Bayliss (who was reputedly killed in a pedestrian accident soon after the purchase of the car). GYL74 was originally delivered with engine number J5S (which is still fitted to GYL55 today – as per the RREC database). The engine currently fitted to GYL74 is L7Q, which was originally fitted to GYL55.

The Plowman family of Melbourne owned the car upon its arrival in Australia, and in the late 1980s Bill Plowman had the car totally rebuilt (including motor and chassis) and a new aluminium tourer body constructed by Vintage Motor Garage and Body Works in Sydney. The fully restored vehicle then went on to win its class at the 1990 Federal Rally at Leura.

The car was subsequently sold to the Gosford Motor Museum and remained there until just prior to the recent closure of the museum. Mr Callum McClue (member of the Victoria Branch of RROCA) purchased the car in late 2018 and had the vehicle fully recommissioned by The Derby Works of Melbourne. I purchased the vehicle in September 2019. The vehicle is in excellent condition.



GWE16 - An Australian delivered Rolls-Royce 20/25

By Ian Berg

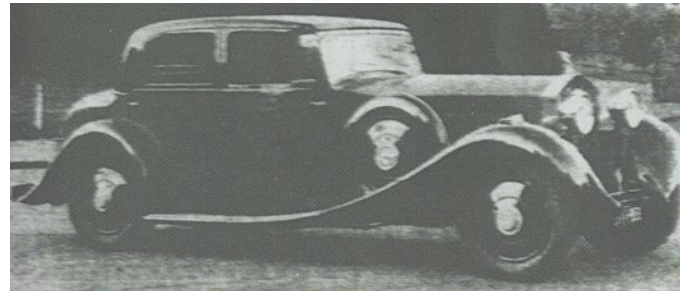
I purchased 1934 model 20/25 chassis, GWE16 in 2015 from Peter Yorke, a Canberra anaesthetist and member of the ACT branch of the RROC. Peter had owned the car for over 30 years and over this period had nearly completed its restoration. Unfortunately Peter became quite ill and did not really have the opportunity to enjoy much use of the car. He passed away soon after I acquired the car, but is remembered by the Peter Yorke Building, located on the grounds of Calvary John James Hospital in Deakin.

Chassis cards for GWE16 indicate it was dispatched to Hooper's Ltd in Acton for coachwork in September of 1934. The car was built for display at the Scottish, Amsterdam and Geneva motor shows. It featured on the Rolls-Royce stand at these shows, and the *Rolls-Royce Bulletin* of May 1935 pictures the car at the Amsterdam show. E Hunter Bowman, a pastoralist from Muswellbrook in New South Wales purchased the car in February of 1935, quite possibly at one of the motor shows as he travelled to England and the Continent extensively.

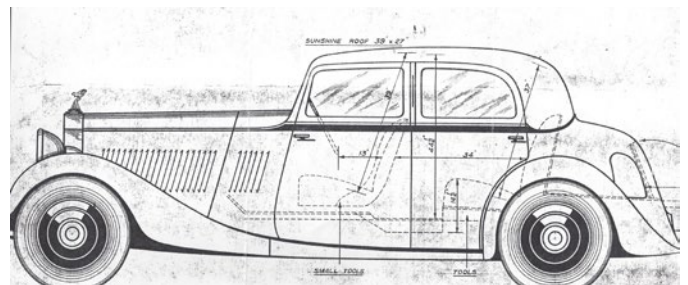
It was imported into Australia in July of 1935 by Dalgety's for Bowman and was subject to a road test and report in *The Sydney Morning Herald* on August 20, and also featured in *The Land* newspaper on August 30. The reports provided some detail on the body work, a Hooper sports touring saloon incorporating a low roof line and sunroof. The colour was described as royal blue, with black mudguards and tan leather interior, a colour scheme that was retained in the restoration.

The articles are both illustrated and can be readily found using a *Trove* search. Original Hooper design drawings of the coachwork also still remain.

Bowman was a horse-racing and polo enthusiast and became well known in horse-racing circles. He had inherited the family estate in 1926 from his father. This was a large cattle and sheep grazing property. The Muswellbrook Race Club is now located on the



As pictured in *The Land* article of August 30, 1935.



Original Hooper body drawings - note the lack of side-mount on the passenger side.



Photographed at the RROC (Vic) Concourse in 2017.

GWE16 - An Australian delivered Rolls-Royce 20/25 (cont.)

By Ian Berg

site of the original property and is one of the oldest continuous racing clubs in New South Wales. It is now named Skellatar Park in honour of a local champion thoroughbred 'Skellatar' owned and raced by Bowman. Bowman owned a number of successful horses including Allunga, on two occasions finishing fourth in the Melbourne Cup. Bowman himself trained this horse. He lived in the original family homestead, now known as Skellatar House which had been built by his father in 1883. The house includes 20 rooms, a library and large ball-room which Bowman added in the 1930s. Occupying a much smaller parcel of land now, the house is a distinctive part of the local heritage.



GWE16 is Pictured at the RROC Federal Rally in 1970 when owned by David Pockley of NSW.



The car was displayed at the 1935 Amsterdam Motor Show.



Restoration is a messy business. Peter Yorke in the late 1980s/early 1990s.

There are some curious aspects to the build of GWE16. As originally built it had one side-mounted spare on the drivers' side and a rear bumper bar, but no front bumper. This was as it was displayed at Amsterdam and it also as recorded when shipped to Australia. The car now however wears six-wheel equipment and has a front bumper fitted. The fittings are all Rolls-Royce parts and likely were specified by Bowman. He owned the car for 13 years however there is no record of where or when the additions were made.

There is also another interesting connection to the 20-Ghost Club in that Hunter Bowman was Bruce Humphries' paternal grandmother's brother. Bowman owned the car until 1947 and went on to own the first Rolls-Royce Dawn to come to Australia, SBA 18. Mrs Hunter Bowman also owned a 1949 Bentley Mk VI, BAFV. Both these cars are listed in the RROC Federal Membership Directory.

When I purchased GWE16 it had long lost the spare wheel canisters and ACE wheel discs as were originally fitted. I managed to find two wheel canisters, one on Ebay and the other was tracked down by my son Alastair who was living in London at the time. New ACE wheel discs from Lmarr have been fitted as have the correct Lucas side-lamps, spot lamps and horns. I also had the car lined in the original style and it has now been fitted with new tyres.

Like most 20/25's, GWE16 is very reliable and comfortable. It is particularly easy to drive. The 20/25 really was an excellent and very refined car for its time and I consider this one a lovely example of the marque.



GOVERNOR ATTENDS POLO. General Northcott with president of Muswellbrook-Scone Polo Carnival, Mr. Hunter Bowman, the Mayoress of Muswellbrook, Mrs. E. C. Humphries, and Governor's daughter, Miss Elizabeth Northcott, watching polo during Governor's one-day visit.

Article from The Australian Women's Weekly in July 1949 reporting on the Muswellbrook-Scone Polo Carnival.



As purchased by Peter Yorke in the late 1980s.

The Story Of 83K5, a 20hp Rolls-Royce

By Richard Jones

Rolls-Royce 20hp Chassis 83K5 Goshawk engine was manufactured in 1923 and completed for test purposes on 20 July 1923. It was finally exported to Sydney on 10 September 1923 aboard SS 'Sophacles' from King George Vth docks. It was used by Dalgety and Co Ltd (Rolls-Royce retailers for NSW) as a demonstrator vehicle.

A tourer body was fitted by Smith and Waddington Sydney in 1924. Its initial livery included a dark blue body over black guards, valance, chassis and petrol tank. Originally it had a sun visor and a rear spare wheel.

During Dalgety's ownership 83K5 was garaged at the Rolls-Royce Service Centre Balfour St, Chippendale. The building was of three stories, the top floor of which was occupied by a clothing manufacturer. On a Friday night in October 1924 there was a fire in the clothing factory. As many cars as possible were evacuated from the building and 83K5 was taken home by the Rolls-Royce service manager, Mr Alf Appleby for his use and custody over the weekend.

The first private owner was Mr EM Charlton of 19 Blythe (sic) St and Hunters Hill, Sydney, who purchased 83K5 as new in late 1924 as one of the Charleton family cars. It was said that he kept the car in immaculate condition and recorded all costs including running costs per mile.

In 1927, 83K5 was sold to Mr AE Lawson, a drapery store owner of Victoria Rd, Drummoyne who enjoyed the car and covered many miles in it. He owned it for 33 years.

In March/April 1947 the car was overhauled. The work was commenced by Appleby and Ward and completed by York Motors who had bought out Appleby and Ward.

In the 1960s George Sevenoaks sold the car to Peter Bennett who drove it to Cooktown, North Queensland and back without trouble. The car was tested by Mr Bert Ward before the journey and he carried out a few temporary repairs commenting that he himself would have thought twice before embarking on such a trip. Upon its return Sevenoaks sold the car to Mr F. Palfreyman of Ingleside West, Burleigh heads, Queensland. Around this time the vehicle was painted Aqua.

On 20 March 1969, 83K5 was purchased at the Palfreyman auction by Mr and Mrs Roger Johnston of Dural and later Killara, Sydney. That year an engine overhaul was completed by Messrs Campbell and Vawser and in 1974 the body was restored by Mr George Williams and painted burgundy with black guards. The Johnstons used the car frequently, covering over 60,000 miles attending rallies with the Rolls-Royce Owners Club in most states of Australia, with the Vintage Sports Car Club to Tasmania and South Australia and with the Vintage Motor Club on many of their trips. It took part in the 1978 International Rally to Surfers Paradise, the 1988 Castrol World Rally and won many concours.

83K5 was purchased by Richard and Mikki Jones of Blakehurst and later Hunters Hill, (its original Sydney domicile) from the Johnston's son Gordon in May 1997.

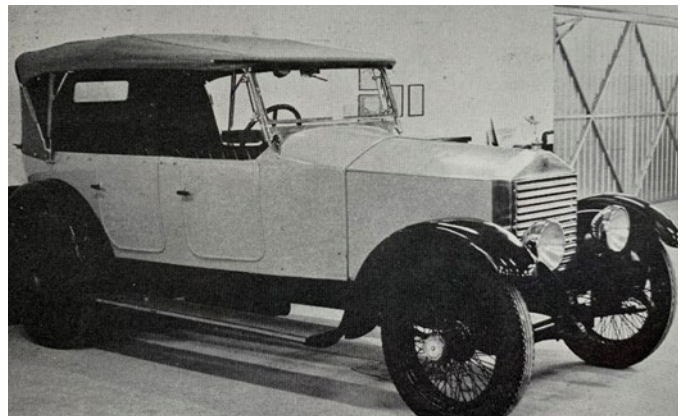
Since then it has attended many club events, served as a family wedding vehicle and more recently participated in the slow overland to the Federal Rally in Clare



Richard had the car at the RROC Federal Rally at Clare in 2019.



Pictured is the family of Alf Appleby with the car in October 1924.



The 1969 Palfreyman collection auction catalogue listed the car as having engine number G543, with body by Smith & Waddington and being in restored condition.



Richard Jones with the car at the HARS (Historic Aircraft Restoration Society) facility at Illawarra regional airport at Albion Park on 13 January 2019.

A Tale Of Two Phantoms

By Bruce Gardner

This is the story – told in short form – of my two New Phantoms; their histories and restoration progress to date, along with a few related side-projects.

New Phantom 56KR is a 1929 G2B-Series car which has been in our family for just over 70 years and in my custodianship and under restoration for the last few decades. My research to date has discovered most of its history, although, as with many vehicles of this cohort, some early details remain sketchy, and good early photographs are rare.

56KR was built at Derby in late 1928 to the order, via Dalgetys, of one GR Whittle of Sydney, the specifications including that it be a long-type chassis with D-steering in anticipation of enclosed cabriolet coachwork, later altered on the order to a saloon body, to be built in Australia, the Spring Test Card specifying 'Colonial Load'.

The completed chassis was delivered for testing on 11 January 1929, the tested chassis then being dispatched on 1 March, shipped on the SS *Osterley* to Sydney on 16 March, and then transported to Jackson, Jones & Collins, Coachbuilders.

56-KR

MR 318 (1941) (27 373 3-10-28) W. H. & CO.

Type **LONG**

Customer **G.R. Whittle by Dalgety Australia**

Date Chassis received on test **11.1.29**

Date handed to E.P. for dispatch

Date	PARTICULARS OF ORDER	O.No.	O.C.
24.2.28	D-steering. Saloon 12-13 6000		
	Saloon Specification - Enclosed Cabriolet Coachwork		
	Pass 450 Over 42-3 Luggage 25 4000		
25.2.28	D/S Specification - Enclosed Cabriolet Coachwork 13000		
	Pass 3 Luggage 50 lbs on 6 in 2000		
	Spings 150 450 2000		
	Dunlop like Wellhouse wheels 6		
	Fit 14 x 52 Axle		
	Side lamp wiring to front wing		
24.2.28	Fit 14 x 52 6 x 5 Dunlop Balloon Tyres		

Items Checked with C.H. Cards

by **GR** Date **1.3.29** Remarks **P.T.O.**

Guarantee Effective from **8.8.29** Recorded by **E. Debolley**

The 56KR chassis cards, confirming the original customer to be GR Whittle.

Jacksons fitted an aluminium 6-light saloon body, complete with Grebel headlamps (later changed to Lucas P100 DBs) and 6-wheel equipment. The car was finally tested at Sydney on 9 August, with Guarantee number 6928 being issued on 12 October and effective from 8 August 1929.

So, who was GR Whittle? The surviving order materials reveal only that he was 'c/o Bank of Australasia, George St Sydney'. Some municipal and electoral roll records support my current theory that he was George Ralph Whittle, a UK-born Royal Navy officer who had retired in early 1929 and was then living in Sydney. Further research is pending in relation to confirming Whittle's identity, and the search continues for any early photos.

At some point 56KR moved to Victoria and by August 1932 was registered to Edwin Laycock of Kew, who was at that time a partner of Laycock, Son & Co., of Laconia Woollen Mills fame.

The original Victorian registration pamphlet indicates that 56KR was transferred to Leigh S Falkiner, a pastoralist of Macedon, in May 1935, he having been involved for a short time in the establishment of Kellow-Falkiner many years earlier. The next record is of the car being transferred in October 1947, via Kellow-Falkiner of Russell Street Melbourne, to a Mr J McLarty of the 'Silver Pines' cattle stud at Bundure, NSW. I have been fortunate enough to correspond with McLarty's daughter, who remembers the car well but has not yet located some records and photos which she believes her family may yet have.

At this stage of the story, my parents come into the picture. My father Keith was a motor enthusiast from his teens, and after returning from the war, spent much of the late 1940s and 1950s buying a number of interesting cars and motorbikes, which at that time were relatively cheap and plentiful. Keith had a preference for the more exotic marques, and acquired some cars to drive and enjoy (with my mother Beryl as co-driver and navigator) and also acquired some non-runners to save them from being scrapped and instead to be enjoyed in the future by those with the means to restore them.

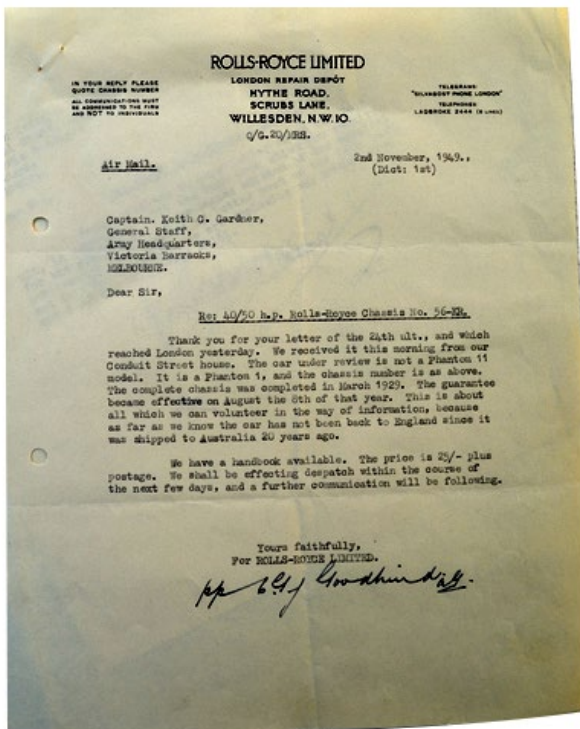


1910E in our Edithvale backyard, c.1959.



1910E in the UK, c.2004.

During this era, Keith acquired, among others, 1912 Silver Ghost 1910E which now resides in the UK, a veteran Wolseley now with Graeme Splatt, a very rare



The Company sent a handbook and the Service Instruction Leaflets

1913 Nazzaro now with John Anderson, and a 1922 Hispano-Suiza which Keith displayed at the 1951 Melbourne Motor Show. But more importantly for this story, Keith purchased New Phantom 56KR from dealer John Bailey on 9 September 1949 for 500 Pounds and a few weeks later had the car re-registered in Victoria.

There then followed a flurry of letters to and from The Rolls-Royce Company, which confirmed that 'as far as we know the car has not been back to England since it was shipped to Australia 20 years ago', and also dispatched a handbook and a copy of the Service Instruction Leaflets.

Keith was by that time a member of the recently formed Vintage Sports Car Club. He and Beryl drove the Phantom in many VSCC events, picking up a number of cups and trophies, including wins or places in the 1950 Sprint, Hillclimb and Mountain Trial, the 1951 Bay Trial, the 1952 Night Trial and the 1953 Sprint. One real accolade was being awarded the 1950 Vickery Trophy, to say nothing of winning the VSCC Hill Climb of the same year, driving the two-ton Phantom!

My parents married in 1951 and honeymooned at the Seahorse Inn, Eden.



Keith, Beryl, 56KR and trophies, c.1953.

A Tale Of Two Phantoms (Cont.)

By Bruce Gardner

The proprietor of the Seahorse was a veteran car buff and Keith and Beryl returned to Melbourne with the back seat of the Phantom loaded with veteran contraband including a rare FN radiator which helped to complete a local veteran FN restoration many decades later.

The Hispano and the Phantom often travelled together and were photographed outside Keith's mother's home in Cotham Road Kew, circa 1952.

Throughout the late 1950s Keith and Beryl befriended a number of other Rolls-Royce enthusiasts including Patrick Kane-White, Terry Bruce, John Griffiths and Wally Vears. Keith was one of the attendees at the meeting at Wally's house on 7 April 1957, which led to the formation of the Victorian Branch of the Rolls-Royce Owners Club. Keith thus became one of the 24 Foundation Members of the Club and served as the second President in the 1958/59 year. He was pleased to have achieved 50 years continuous membership of the RROC shortly before his passing in 2008.

By the early 1960s, 56KR was starting to develop some problems, partly from being driven competitively like a sports car, and partly from the corrosion and overheating issues common in the vintage-era alloy-

head cars. With the assistance of Bob Hollingshead, 56KR was decommissioned, partially dismantled, and put into storage, pending the availability of time, space and funds to undertake repairs or restoration. Those opportunities did not arise until the mid-1980s, when we extracted 56KR from its hibernation and began a very part-time but careful restoration, which continues to this day.



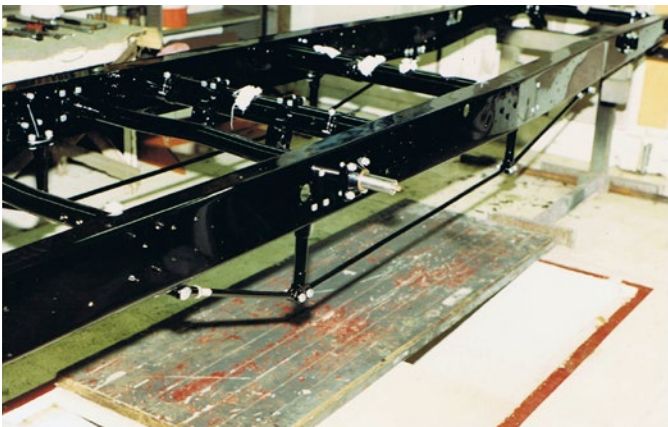
56KR emerges from 25 years in storage.



56KR and the 'Barcelona' Hispano, c1952 pictured in Cotham Rd Kew.



Coachwork removed, chassis dismantling to follow.



56KR - early stages of reassembly.

Wisely or not, I decided that the only option worthy of the car was a full dismantle and rebuild. The Jackson coachwork was removed and put aside, while the chassis was stripped to the bare frame, which was straightened, blasted and painted, forming the blank canvas onto which individual restored subassemblies are being added. The components rebuilt to date include the front and rear suspension, front axle, gearbox, dash and the major engine auxiliaries. The current project is the rear axle, which I am converting from 14x52 to 15x52 in the process. After the car is back on its own four wheels, the engine will be the next challenge. I am being assisted at every stage by many fellow enthusiasts and experts, too numerous to mention.

Every restoration takes longer than expected and 56KR is no exception. Work on the car has stopped and started, being punctuated by the demands of my career in the law and the family joy of twin children, now about to finish school. Fortunately, my wife and fellow lawyer Renie is as supportive as she is patient, although I am occasionally reminded of my own mortality.



Sir Malcolm Barclay-Harvey, first owner of 43CL.

TYPE <i>F2B Series</i>		WH 588A (10H) (DC 617 (6-1-28) MP 578284	
Body/Load <i>Run-In</i> Weight <i>11 cwt</i>		Passengers, etc. <i>One 3/4</i> <i>Heavy</i> luggage.	
Springs—Front	O.S. <i>1200 lb</i> N.S. <i>1150 lb</i>	Rear	O.S. <i>2012 lb</i> N.S. <i>1943 lb</i>
Steering	<i>6</i>	Fittings	<i>Nickel</i>
On Test	<i>19-7-28</i>	Delivered	<i>31-8-28</i>
Customer	<i>Rootes</i>	To	<i>Malcolm Hall</i>
		Complete Car delivered <i>13-11-28</i>	
4-7-28	<i>ES 7716</i>	<i>Lever set in standard</i>	
		<i>Side lamp wiring to front wings</i>	
		<i>Watt Venti Nickel Radiator Shutters</i>	
		<i>Battery wiring to inside frame position</i>	
19-7-28	<i>R 3795</i>	<i>4 Dunlop Ballon Tyres</i>	
		<i>long type chassis</i>	
4-7-28	<i>T 3546</i>	<i>Extra spare Dunlop Wellbase Wire Wheel</i>	
		<i>Spare wheel carriage to NS</i>	
R.R. 348. (1009) (D.C. 609. 8-2-28) W.H. & Co.			
Sir Malcolm Barclay-Harvey,			
<i>Capt. Barclay-Harvey</i> <i>26/10/22-10-28</i>			
19, Norfolk Street,			
Mayfair,			
W.			
Cx/Asyl/GC14.12.28.			
Dinnet House, Dinnet, Aberdeenshire B.			
N.Ord.57881.9.4.29.			

43CL chassis cards, confirming the completed car being delivered 13-11-1928.

A Tale Of Two Phantoms (Cont.)

By Bruce Gardner

Another factor keeping progress at a stately pace is my interest in researching the New Phantom model generally, and searching out and acquiring spare parts, of which I now have a good collection. In fact, my pursuit of Phantom parts leads this story to my other New Phantom, 43CL.

Much of the known history of 43CL is as set out in *Sunburnt Country*. Ordered in 1928 by Sir Malcolm Barclay-Harvey of Dinnet, Aberdeenshire, 43CL is a 1928 F2B-Series alloy-head long-chassis New Phantom with C-steering, mechanically similar but not identical to 56KR. It was originally bodied as a Thrupp and Maberly limousine. When appointed as Governor of South Australia in August 1939, Sir Malcolm brought 43CL with him, and used it for Vice-Regal duties throughout his time as Governor.

One advantage of 43CL having been a Vice-Regal vehicle is that there were occasions when it was not only photographed but was also filmed. My search for any footage of 43CL led me to the opening of the Birkenhead Bridge in Port Adelaide on 14 December 1940. Sir Malcolm arrived in 43CL, made a speech, cut the ribbon and then got to be the first to drive – or be driven - across the bridge. With some great help from the Port Adelaide Library, I located the newsreel footage of the event. It's only a short clip and 43CL features only briefly, however early footage of our cars is rare, and at 80 years old, this must be among the earliest? A still photo shows 43CL making its way through the crowd at the opening and displaying the same registration number (SA 3701) as it carried later in its altered form, as also seen on p331 of *Sunburnt Country*. Before returning to his Scottish estate in April 1944, Sir Malcolm passed the car to his ADC, Major Colin Duncan and thus the car remained here.



43CL crosses the Birkenhead Bridge, 14-12-1940.

Sir Malcolm was an avid train enthusiast; he built a model railway at the Governor's residence, and in 1940 published the first edition of *A History of the Great North of Scotland Railway*. The second edition, of which I have a copy, was published in 1949. One of South Australia's SteamRanger locos is named after him.

From the mid-1940s, 43CL went through a succession of owners and a number of radical alterations, initially being cut down to an 'Allweather Tourer', in which form it posed outside Government House, Adelaide. It also carried the-then Governor-General the Duke of Gloucester and the Duchess during their September 1946 tour of South Australia, including attending the races at Cheltenham Park Racecourse on 7 September.



The Allweather Tourer conversion of 43CL.



The Duke of Gloucester and Duchess are pictured in the car at Cheltenham Park Racecourse in 1946.

Sadly, for reasons unknown, 43CL was later crudely remodelled as a sedan, and over the following decades, deteriorated significantly.

By 2004, with its glory days well and truly over, the remains of 43CL were lying in an open shed on a farm in Mudgee, the coachwork having been scrapped, the chassis having been largely dismantled and a number of major parts having already been disposed of. I acquired what was left of the incomplete chassis, which at that time seemed viable only as a source of spare parts for 56KR.

The 20-Ghost London Dinner

by Richard Burke



43CL in its final iteration, as a sedan.

However, with some research and help from a few contacts, I located many of the missing original parts, and found other correct replacements from my own collection. In short, 43CL went from being an incomplete donor chassis, to a potentially restorable car in its own right. 'Restorable' in this context involves thinking only of the intrinsic value of the car and the satisfaction of preserving it, rather than the economics, which are off the scale. Creating something of a dilemma for me, 43CL ceased to be a collection of available parts and instead became another project, now waiting in a slow-moving queue. Current work on 43CL, beyond preservation, is very limited and depends on economies of scale; when working on a component of 56KR, it sometimes makes sense to do the same work on the equivalent part of 43CL, while the tools, knowledge and expert assistance are at hand.

Having the privilege of owning two Phantoms has given rise to a number of side-projects, including building a database to keep track of all the parts and spares, collecting several toolkits, running a hobby business dealing in obsolete fasteners, assembling a list of known surviving New Phantoms around the world, and attempting to catalogue all of the mechanical developments in the Derby New Phantom during its relatively short run from mid 1925 to late 1929. Despite fewer than 2,300 New Phantoms being built over less than a five year period, I have recorded many dozens of major and minor modifications made throughout that time. Early and late-series New Phantoms are very different cars in almost every respect, the former being truly a re-engined vintage Ghost and the latter being a fitting prelude to the Phantom 2.

So, work continues apace, and I look forward to reporting on the re-emergence of 56KR, then perhaps to be followed by its slightly older but more Vice-Regally-connected sibling. Will 56KR once again visit the Seahorse Inn, or 43CL cross the Birkenhead Bridge? Only time will tell...

Photo and research acknowledgements to State Library and State Records of South Australia, and Port Adelaide Library.

Annie and I had a great night at the 20-Ghost Club dinner on March 6 at the Goldsmiths Hall. We were in London at the time and it was an opportunity we did not want to miss.

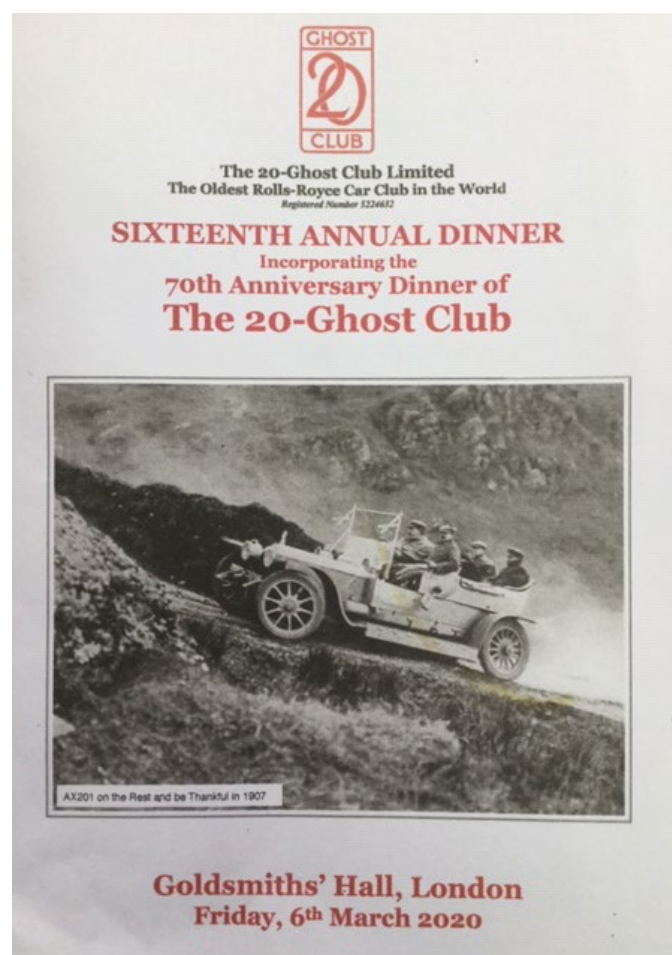
We caught the 57 London bus to St Paul's in our black tie finery, receiving lots of comments like 'allo Guv'ner' from peak hour commuters. Once there we had a warm welcome and caught up with lots of members we had met when we participated in our 20hp on the IGS (Irish Georgian Society) in 2015.

Ken Forbes chaired the AGM and part of his speech referred to Silver Ghost AX201, how it had not been seen for years and wouldn't it be wonderful if one of the members owned the car. With that the gentleman sitting beside me stood up and announced that he (Sir Michael Kadoorie) had in fact just purchased it and it would once again be seen on tour in the near future.

The dinner was held in the livery hall, a very grand room with gold leaf ceiling and candle lit chandeliers. Trophy's and awards were announced and members milled around until late, catching up.

We said our goodbyes and headed out into the street where a fleet of shiny chauffeur driven modern cars were awaiting their owners.

Annie and I walked around the corner and awaited the number 57, having had a wonderful night with them.



The Recommissioning Of Rolls-Royce Silver Ghost Chassis 1425

By Mark Herbstreit

1910 model Chassis 1425 is a very well known, but these days rarely seen Silver Ghost. It was one of if not the first the restorations in the mid 1950s and has changed little since. The first rally for the car was the 1956 Golden Fleece veteran car rally to Ballarat held the same week as the Olympic Games started in Melbourne. The then owner/restorer Gavin Sandford-Morgan restored it following its discovery in 1954. In recent times it has been in storage.

The current Australian caretaker of 1910 Silver Ghost 1425, Russell Rolls, recently undertook the task of recommissioning the car. 1425 had been in storage for many years but was carefully looked after to ensure that all lubricants were OK. The engine was turned over regularly with the crank handle to ensure that all moving parts were free.

On the 6th March a small team including Russell, Neil and Louise Matthews, John Reis, John Wilson, my dad Terry and myself assembled to see if we could bring the old girl back to life. Tyres were inflated to correct pressure, all vital fluids were drained and replaced. Critical moving parts including water pump fan bearing and magneto were oiled and greased where applicable. Fuel pressure was achieved using the hand pump,

the crank handle was turned several times to bring compression to each cylinder with the ignition off. The carby was 'tickled' and a teaspoon or two of fuel added to the priming cup. With ignition set to Magneto and Battery, and mixture and timing levers set, Russell took up position on the crank handle. With two 9 to 12 o'clock quarter turns on the crank, 1425 sprung into life to the amazement of everybody, including those that had decamped to the tea-room expecting a much longer process. An eagle eye was glued to the oil pressure gauge which reassuringly climbed quickly.

Russell then climbed aboard, operation of both hand and transmission brakes were checked and 1425 was backed out into the sunlight for the first time in years. A few quick runs around the block followed showing the years of inactivity had resulted in some square tyres but otherwise the car ran incredibly sweetly. 1425 then continued to impress by restarting 'Off the switch'.

In the coming weeks 1425 will be given a more thorough going over to make sure she is ready for some future longer tours. (Virus pending). 1425 is now registered on 'Club Plates' and is looking forward to returning to active life.

With plenty of power and remarkably light steering it is easy to see how these early Ghosts gained their reputation.



Russell Rolls at the wheel along with Neil Matthews and in the back seat Mark Herbstreit.



Gavin Sandford-Morgan is pictured in the drivers seat when the car was first on the road c1956. (SHRF)



Russell Rolls at the wheel (with John Wilson obscured). Rear passengers are John Reis and Terry Herbstreit.



Silver Ghosts - Then and Now, Part Five

By Ian Berg

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

The final part to our series on Silver Ghosts of the Veteran Car Club of Australia, Victoria (VCCA Vic). See the immediate prior issues of the 20-Ghost Gazette for parts One to Four of this series.

1914 model – Chassis 6TB

Originally owned by Mr (later Sir) Edward Owen Cox, a Sydney businessman and philanthropist, chassis 6TB was a fully equipped London-Edinburgh chassis and fitted with a Barker torpedo three door touring body. The car was chauffeur driven and owned by Sir Owen until around 1927. It subsequently changed hands a number of times and ended its service life in Casterton, Victoria having been fitted with a vintage Delage Weyman style sedan body.



Sir Owen Cox is pictured in the car still retaining its original coachwork in 1923 when the car had completed 30,000 miles. (SHRF)

It had thrown a connecting rod through the crank-case and was at the time of recovery in a derelict condition.

The car was purchased by Claude Reilly from Geelong and together with Jim Bickett and Bill Morgan they rebuilt it, in the process fitting a fairly basic London-Edinburgh style body which they painted in British Racing Green. Jim Bickett was responsible for the daunting salvage of the badly damaged engine.

The car won the RROC Victorian Concourse in 1960 and also participated in the 1960 and 1961 veteran car annual rallies as well as other events of the time. It was ultimately was to pass through the Palfreyman collection in Ingleside, Queensland and was then owned by George Harris from Sydney.



The car is shown when fitted with the Delage body. (SHRF)



Photographed in 2016 at P & A Wood, Rolls-Royce dealers in the UK, chassis 6TB still presents very well. (Berg)

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

By Ian Berg

In 1979 George and Jim Redman drove 6TB from Sydney to Perth across the Nullabor for the Federal RROC rally of that year. The drive was done in an extraordinary 46 hours 57 minutes at an average speed of 55.76 mph. Subsequent owner and current Club member, John Milverton had the car rebodied by Vintage Motor Garage in New South Wales in 1992, and used it extensively including in the 80th Anniversary event of the Rolls-Royce success in the 1913 Austrian Alpine rally. The car has been a great performer, and this is testament not only to Rolls-Royce but also to those who have revived its fortunes in latter times.

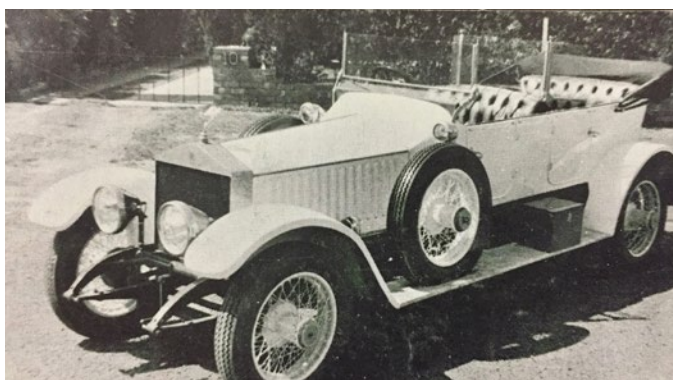
For some years the car has resided in the UK and was very recently sold by Rolls-Royce specialist P&A Wood.



Chassis 6TB Photographed on the 1961 Golden Fleece Rally when entered by Messrs Reilly Bickett and Morgan. (VCCA Vic)

1915 model – Chassis 3AD

Little is known of this car until it came into the ownership of Harry Markoff in 1959. Harry and Maurice Markoff were motor car dealers and between them



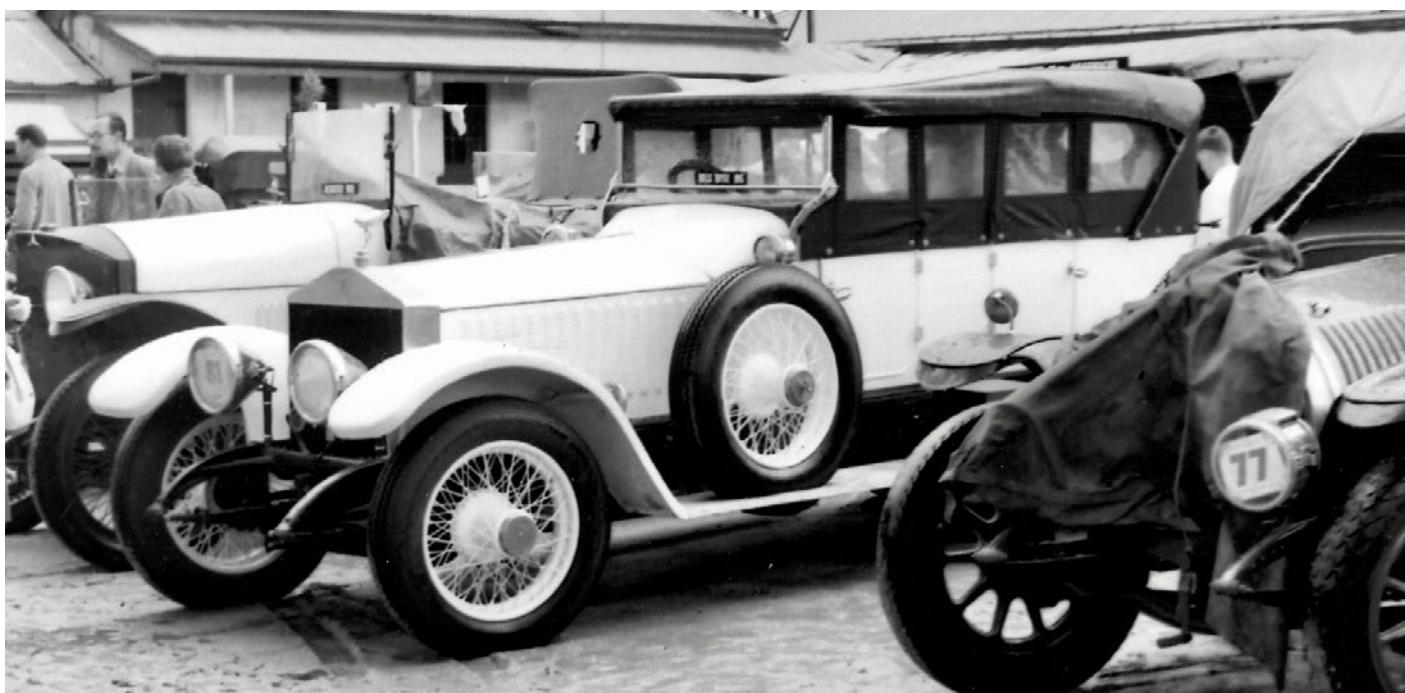
The car was advertised in the December 1963 issue of the Flying Lady, the publication of the Rolls-Royce Owners Club of the USA.

owned a number of Rolls-Royce Silver Ghosts as well as numerous other veteran cars, including De Dion Bouton, Phonomobile, Napier, FN and others. Many of these cars participated in veteran car rallies in the early years of the VCCA (Vic).

Some of the cars remain in Australia, and others have been exported. Rolls-Royce chassis 3AD was restored by the Markoff brothers and participated in the 1960 Golden Fleece Rally to Sorrento, and the 1961 Rally also to Sorrento.

The tourer body was a built during its restoration by Alan Wilkinson of Keilor, the original body being a landaulette by Mann Egerton of Norwich in the UK.

The car was sold to a USA buyer by Maurice Markoff in 1964.



Chassis 3AD is pictured at the Lord Mayor's Holiday Camp at Sorrento which was the stopover for the Golden Fleece Rally in 1960. (VCCA Vic)

The original Silver Ghost, AX201, chassis 60551

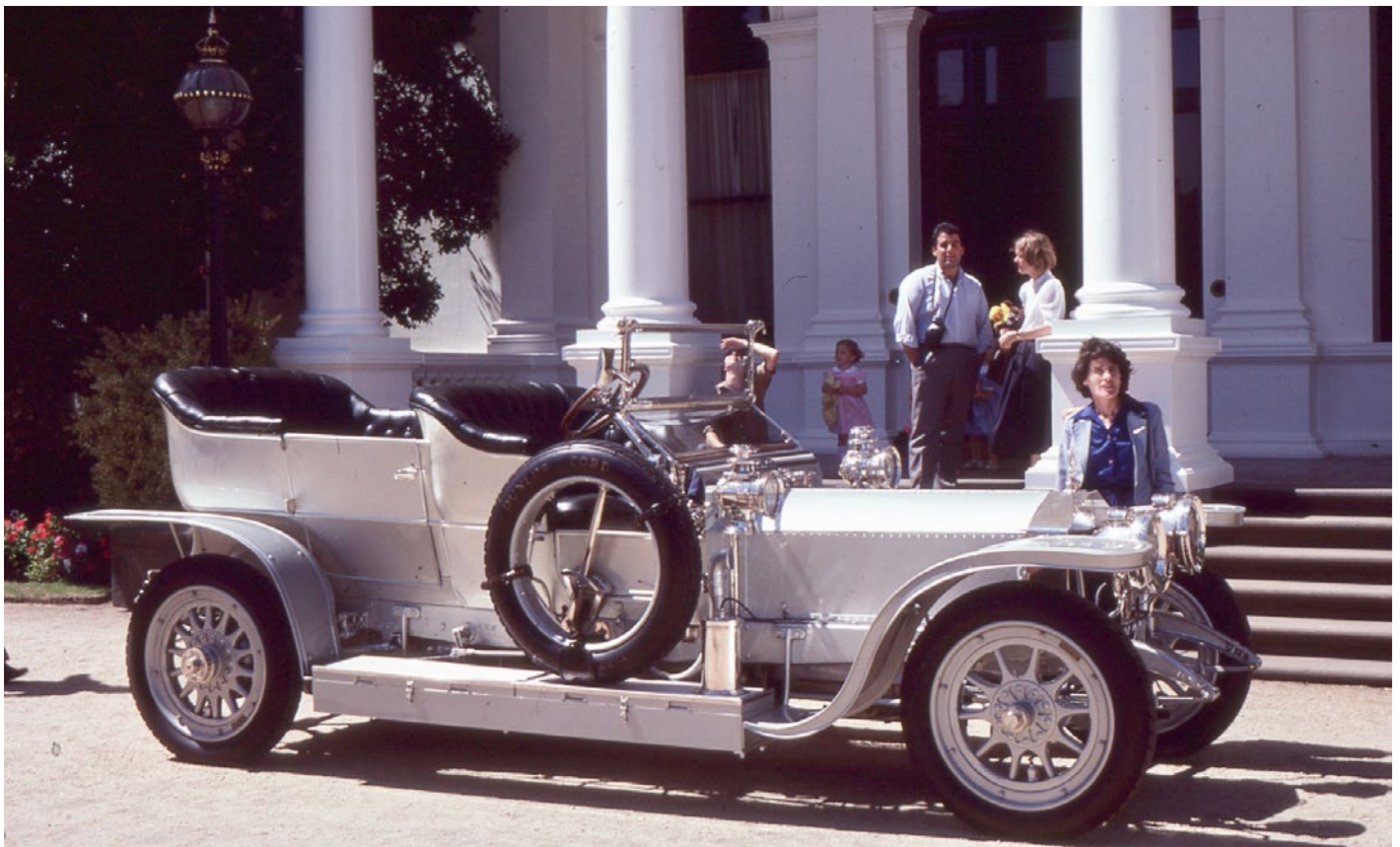
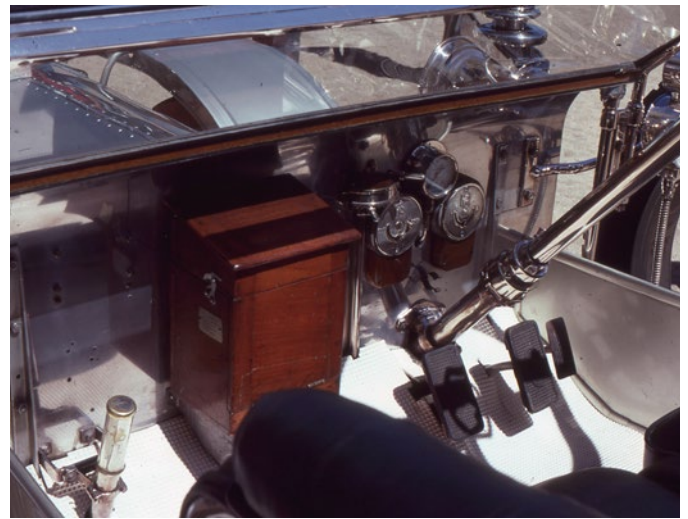
In 1984 Rolls-Royce celebrated the 80th anniversary of the meeting of CS Rolls and FH Royce. In March of that year the original 1907 Silver Ghost, AX201 was brought out to Australia. At this time the car, one of the most famous cars in the world, made an appearance at the Melbourne Motor Show and was also displayed at Government House in Melbourne. It went on to be shown in Brisbane, Sydney, Adelaide and Perth.

Technically this car, the 12th chassis produced and then retained as a promotional vehicle by the company is the only real Silver Ghost. The term arose when Claude Johnson named the car, 'The Silver Ghost' for its colour and 'extraordinary stealthiness'. It was extremely quiet, reliable and powerful. Following the success and fame of this vehicle the term came to be used for all 40/50hp models from 1907 until the Rolls-Royce Phantom was introduced in 1925.

The car had been in the ownership of Volkswagen since 1998. It was used on occasions as a promotional and heritage vehicle, having been bought back by Rolls-Royce in 1948. Recently the car has been sold to Sir Michael Kadoorie, who is a member of the 20-Ghost Club.

AX201 has certainly not been a car of the VCCA (Vic) or RROC, but as the original Silver Ghost is historically very important and having visited Australia certainly rates mention in this article.

Rolls-Royce Silver Ghosts were made between 1906 to 1926 and the cars have a relatively high survival rate. Many were rebodied more than once, the chassis having long survived the original coachwork. Of the 86 veteran Rolls-Royce Silver Ghosts which originally came to Australia it is thought that approximately two thirds still exist. Many of them however have been sold overseas but there are those that do remain. Australia was a good market for Silver Ghosts and in the life of the VCCA (Vic) and the RROC in Australia they have been well represented over the years. Hopefully we will continue to see and enjoy these remarkable cars well into the future.



AX201 is shown at the steps of Government House in Kings Domain, Melbourne in March 1984. Many members of both the VCCA (Vic) and the RROC were able to view the car on its Australian tour at that time. (VCCA Vic)

Robert and Colin Angas - and their Rolls-Royce 40/50, Chassis 1388

By Peter Crauford

Elizabeth was going through some old family papers recently and showed me some photographs which I had not previously seen. The photos were clearly of 1910 Rolls-Royce chassis 1388. The car had been owned by Colin Angas, Elizabeth's father in the late 1930s through the war years. The Rolls-Royce was purchased to be used as a shooting car. The Angas brothers, Colin and Robert removed the doors, windscreen and top half of the original Salmons body, although the original front and rear seats were still in place. There was also a number of photographs of various aspects of the Angas farming enterprises on 'Colingrove' and Hutton Vale. As a farmer myself, I found these photos fascinating, as although Colin had told me a lot about the enterprises carried out on the property, I really had no idea of their size and diversity and of the considerable employment they generated. Apart from sheep and cattle breeding and growing of grain crops there was a large commercial orchard, together with a currant garden, a commercial dairy, a commercial sawmill, a large dried apricot operation and also a Shiraz vineyard at Mt Edelstone.



Colin Angas and his XK120 Jaguar.

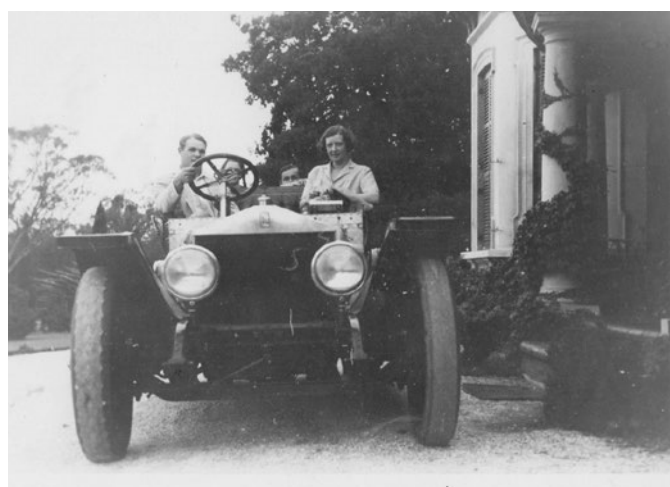


The schooner Pavana. It is now moored at Townsville.

Robert and Colin Angas were the sons of Ronald Fife Angas and I knew something of Ronald's motoring and sporting pursuits, including his purchase in 1930 of a

handsome close coupled Cadillac saloon. He also in the same year had a naval architect, John Galdar, from Boston in the USA design and build the 52ft ocean going schooner Parvana (Hindu Goddess of Wind). This at the height of the great depression! And post war, of his purchase of 3 new XK120 Jaguars in 3 years!

Colin had told me of events leading up to their purchase of 1388. Bob and Colin, who were both keen shots, decided that they would go rabbit shooting. Their parents were away that day and they used their father's new Ford V8 utility. Whilst the Barossa district has beautiful rich soil, the valleys run up to hillocks with stone protruding from the soil, and Bob and Colin damaged the sump of the Ford utility on a rock. As they wished to continue their rabbit shooting, they went home and took the family V12 Lincoln Zephyr! Result, another damaged sump! At breakfast next morning, not a word was spoken until their mother suggested that the boys should be given some money in order to buy their own shooting car.



Photographed in front of Collingrove is chassis 1388. Colin is pictured in the driver's seat alongside his mother Monica.

Chassis 1388 was therefore purchased from a motor dealer in Tanunda, Clem Eckermann. Harris, the previous owner had acquired 1388 with the view of putting the engine in a boat but fortunately this never occurred. These photos show the car still with its

original wheels in place and it was in fine mechanical condition after a well-cared for life. Colin told me that his father became very interested in the old car and was keen to assist his sons by showing them the servicing techniques, which he well knew from his days as a 40/50 owner. Incidentally Colin did not refer to it as a Silver Ghost but always correctly as a 40/50. I have wondered if the boys knew that the car, when new, had been purchased by TE Barr-Smith. Ronald was best man at Tom Barr-Smith's wedding and vice versa so this may have been the case but of course all the boys wanted was a shooting car! When purchased, the Salmons $\frac{3}{4}$ landaulette body was in fine condition and these photos show the car after the first stage in its modification. Colin told me that the old car never let them down and whilst it was a great pity that the Salmons body was destroyed in the conversion, it is also highly probable that the use which Colin and Bob and its subsequent owners put 1388 to, certainly extended its life to the stage, where 1388 and others like it, became sought after and worthy of restoration, thus ensuring preservation.

Interestingly the photos show their mother Monica in the front passenger seat with their sister Suzanne in the rear alongside a boy who Elizabeth believes was a school friend of Colin's. Monica nee Murray was an only daughter, with brothers who were keen shots. She was a very good shot herself and was given a superb 20-gauge Charles Lancaster shotgun by her father-in-law, Charles Angas. She was also a fine horsewoman who played polo as well, although this would have been frowned upon in those days. Her two brothers, Eric and Cyril Murray, her cousin Elliot Murray and her husband Ronald Angas comprised the Mt Crawford Polo Club A team which won the inaugural Australasian Polo Gold Cup in 1925 against the best teams from Australia and New Zealand, as well as winning the South Australian Barr-Smith Cup 8 years out of 9 before their retirement from polo in 1928! They were certainly achievers in business and sport.



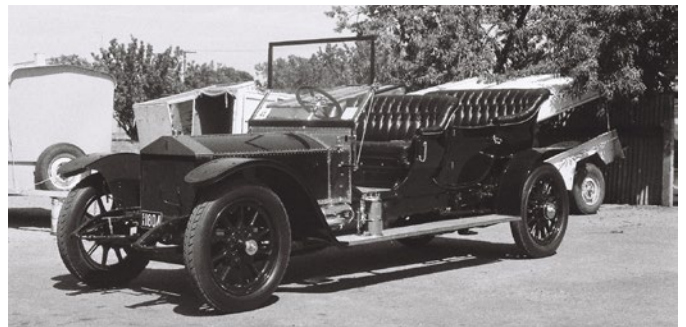
With disc wheels and as recovered by Laurie Vinall. (SHRF)

Later, the body of 1388 was further modified, and disc wheels substituted, as presumably the old tyres had become unobtainable. After the war 1388 was given to Harry Kreiger, an employee of Ronald Angas at

Colingrove. Harry Kreiger had drawn a soldier's settler's farming block on Kangaroo Island, and it was very difficult in the early post war years to buy cars, either new or second hand, hence the gift of 1388.

1388 was not the only Ghost that Colin owned as in the 1950's he acquired chassis 1524 (the car that became known as 'The Dreamer', a 1911 40/50) from his cousin Ron Murray who had acquired it from the Warnes brothers at 'Koomooloo', north of Burra. Colin told me that in all the years that he owned 1524 he had no idea that it was his grandfather Charles' old car. 1524 was sold to Gavin Sandford-Morgan in the late 1950's.

Both chassis 1388 and 1524 still exist. Chassis 1388 was recovered by Laurie Vinall in 1958 and he subsequently restored the car in the style of a Roi-des-Belges tourer. It is now owned by 20-Ghost Club members Bill and Jacqui Hall.



As initially restored by Laurie Vinall, chassis 1388 presented beautifully. (SHRF)



Chassis 1388 still retaining its original coachwork in 1937 in a parade at Tanunda.

A 20hp Work in Progress

By Ian Berg

Steve Wasley from Sydney has sent in some before and after photos of his 1928 20hp, GFN58 with Hooper body. It was one of the last of the model, before the introduction of the 20/25.

The car was a taxi in Leeds, and was last registered in 1955 when it had an engine failure. It was purchased for parts only, sight unseen in 1961 and sat in a shed for nearly 50 years. The car ended up at the Motoring Life Museum in Wollongong where it was shown as a 'barn find'. Steve acquired it four years ago and has nearly completed its restoration. The front mudguards were unfortunately beyond repair, and he is seeking suitable replacements. This is all that Steve requires to complete what is clearly a very worthwhile project.



For Sale and Wanted

FOR SALE - A PAIR OF 20/25s

David Ekberg Pty Ltd has a pair of interesting 20/25s for sale. These are Peter Crauford's cars and are both in fairly original condition. They are a 1930 and 1935 both with Mulliner bodies but quite different in presentation.

See their website for details;

<http://www.davidekberg.com.au/cars-for-sale/>



FOR SALE - VINTAGE SILVER GHOST PARTS

Available are numerous small parts, not listed, and larger parts as follows;

- 2 blocks
- camshaft.
- crankshaft.
- Complete innards for a 4 speed gearbox. No outer casing.
- Differential including the rear brake drums. • Flywheel assembly.
- Aluminium footplates.
- Set of disc wheel covers with fittings.
- Radiator shutters for ghost , with the lever, mechanism and cable.
- Set of brand new leather spring covers.
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- Brand new ghost radiator top plate sections.
- Boxes of 2nd hand pistons • Set of aluminium under trays.

Prices negotiable.

James Redman, 0418 274 123 or 02 9313 5833.

FOR SALE - TYRES

New tyres, Olympic 550-19 with Olympic heavy duty tubes. There are 6-ply, unused, properly stored but likely 10 years old.

\$200 to 20-Ghost Club member.

Ian Berg 0419 364427, E; bergathol@gmail.com



THE AUTOCAR.

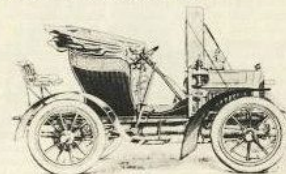
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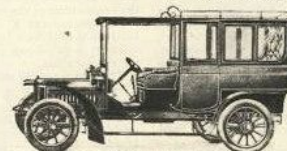


10 h.p. R.R. TONNEAU.
Two cylinders.

With Barker body £395.



10 h.p. R.R. PARK PHAETON
With disappearing back seat, leather hood, patent leather wings, and glass front . . . £438.



30 h.p. SIX-CYLINDER ROLLS-ROYCE CAR.
With Barker side-entrance tonneau . . . £890.
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15 h.p. R.R. LANDAULET.
Three cylinders
With Barker side-entrance tonneau . . . £500.
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Four cylinders.
With Barker side-entrance tonneau . . . £650.
Phaeton de Luxe £695.
Extra for Breughem top with extension . . . £50.

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New Members



John and Bididi Witts recently purchased 1923 20hp chassis 76A7. The car when new was fitted with a touring body and was re-bodied in 1933 by Supreme. John is seen with the car alongside his 1929 Model A Ford beside the family farm sign 'Trelawney', which has been in family since 1911.



John and Emma Warneford have joined with Silver Ghost 56 AG. The car has Smith & Waddington coachwork and was imported to Australia in 1921. The original owner was Thomas Green and the car, still in original condition has been retained by the family since new. Pictured with the car are Suzanne Sherwood and Sally Warneford-Green.