



FRI 9 / SAT 10
MARCH
DOORS 7PM, 1ST SET 9PM

The 20-Ghost Club

Australian Chapter (Inc).

The oldest Rolls-Royce Club in the World

THE SILVER GHOSTS

THE CANDLELIGHT CLUB

Clandestine 1920s cocktail party
in a secret London venue

Admit one (no table reserve) - £25

Table for up to 5 - £65 incl. champagne

Table for up to 10 - £130 incl. champagne

book:

TheCandlelightClub.com

ANNUAL JOURNAL of the 20-Ghost Club of Australia-

58

June 2019

TheSilverGhosts.uk

EDITOR

I first met our Chairman Peter Crauford in 1979 on the 25th Anniversary Rally of the Veteran Car Club of Australia N.S.W – Peter and family were aboard his 1913 Mors Tourer, I was driving my 1910 S.C.A.T. Tourer with my family – the Rally around NSW's western districts taking in some major country towns including Dubbo was a great event on quiet country roads and was a huge success. I clearly remember thinking at the time how Peter was such a keen veteran car enthusiast. Forty years on and that enthusiasm has not diminished. Over the years we've discussed many early cars and it struck me that he must have owned quite a few collector cars along the way. So I asked the question? The answer – "no less than 72". And he vividly remembers each and every one.

The first, a 1912 Italian-built S.P.A., then a 1929 La Salle Roadster, the list goes on and on and I publish it in this issue as a reminder of what a great enthusiast our Chairman is – and despite what he describes as his advancing years and in recent times some trying health issues his enthusiasm and energy for collector cars has not wavered. As one other member put it recently "When it comes to collector cars Peter has an incurable disease."

Recent local purchases include a late series Bentley Mk V1 and 1913 Renault Roadster, while from the U.K., a 1921 Rolls-Royce Silver Ghost Landaulette, 1936 Rolls-Royce 20/25 H.J. Mulliner Saloon and an earlier 1930 20/25 H.J. Mulliner Weymann Saloon. The two 20/25 HP models already landed join his 1934 20/25 Gurney Nutting Sports Saloon and 1935 20/25HP Barker Brougham. Asking the obvious, I question why would you want four 20/25's? "I just love original coachwork." I'm sure like me you will be fascinated by some of the cars Peter has owned. On pages 19,20 and 21 I have covered some of Peter's new acquisitions, and pages 70,71 and 72 , some of his early collector cars, mainly veterans.

On a more dour note, the 20-Ghost Club has contributed to the action group headed by a Brisbane barrister in taking up the case to the Federal Government for a relaxation on the way luxury car tax is applied to our early cars. On top of that in Victoria is the fact that many of our pre-1945 models will now fall under the ludicrous new luxury tax to be applied by the Andrew's State Government from July 1. As we know cars already over the Luxury Car Tax Threshold of \$66,331 attract a Federal Luxury Car Tax of 33%. On fuel efficient vehicles the threshold rises to \$75,526. On top of that the new Victorian Luxury Car Tax will now apply a 7% tax on vehicles valued between \$100,000 and \$150,000 and a 9% tax on vehicles over \$150,000. On top of these Federal and State Taxes the uprated value then attracts 10% G.S.T. The whole exercise is repressive and is in effect a tax, on a tax, on a tax.

One can import the most expensive private aircraft, super yacht or cruiser and the most exotic high end jewellery and they do not attract a special "luxury" tax. One hopes common sense will prevail and that cars 30 year and older will be excluded from both Federal and State luxury taxes.



On a lighter note hearty congratulations are due to our long-time committee man David Davis who was recently awarded the Sir Henry Royce Foundation Trophy.

The Trophy is awarded purely at the discretion of the Trustees to a person who in their opinion, has made a significant and long-term contribution to the ideals of Sir Henry Royce - the pursuit of excellence.

David was awarded the Foundation Trophy for his contribution to the 20HP. He's owned, restored and driven 42G1 continuously for sixty years. See the story he wrote on Emily nearly 60 years ago on pages 42 and 43.

The citation on the Trophy by Russell Rolls, SHRF Chairman of Trustees reads thus:

David, a long-standing member of the N.S.W. Branch of the RROCA, has been a 20HP owner since 1959. He has been assiduous in maintaining and driving 42G1 for the past 60 years. Through his association with successive Rolls-Royce and Bentley Dealers, with the late Bert Ward and with three

generations of Appelby family. David has amassed a wealth of experience in the ownership, maintenance and driving of Derby-built cars. Importantly, he has devoted considerable time and effort in sharing his encyclopaedic knowledge with the wider Rolls-Royce community. David's book "50-years with a Twenty" is an internationally recognised guide to the ownership of a 20HP. Also, David's contributions as the 20HP/Small Horsepower Registrar and his regular "20 Topics" column in Praeclarum has been a significant benefit to all RROCA members. David has certainly made a contribution to the pursuit of excellence - one of the core objectives of the Foundation.

David Berthon



The 20-Ghost Club - Australian Chapter (Inc).

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COMMITTEE MEMBERS

Andrew Bayley, Rory Poland, Keith Wherry

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EVENTS

Sunday 7 July: Lunch - Pakenham Racing Club 12 noon Contact George Blenkhorn **0429 139 902**

420 Nar Nar Goon/Longwarry Road, Tynong 3813 Victoria

Thursday 11 July: Visit to Brian Tanti's Workshop, 21 Dickson Avenue, Artarmon. N.S.W. **7 to 9pm**

Light refreshments served. davidgdavis@lycos.com **0409 719 976**

Saturday 20 July to Wednesday 24 July: Mid Winter Tour, Nagambie, Victoria

Rally Directors: Peter and Elizabeth Crauford crauford@bigpond.com **0408 819 980**

Thursday 17 September to Sunday 22 September; National Tour, Creswick, Victoria

Rally Directors: Bruce Humphries - bruce@humphries.com **0438 987 278**

Richard Shenfield - rshenfield@bigpond.com.au **0408 364 470**

CHAIRMAN

During the past year we have seen steady progress in the Club in some areas, however it concerns me that in some states when events are organised they are not as well supported as perhaps they could be. This is very disturbing as event organisers go to a great deal of trouble and expense to put events on and the least they can expect is reasonable member support. Let us know if there are event structures that you prefer. Certainly in Victoria one day lunch runs appear to be increasingly popular. Whilst it is the policy of the Club to attend events in our pre 1940 Rolls Royce cars, I understand and support those members who feel unable to bring their "proper cars" because of increasing age, ill health or distance but who are able to attend in a modern car.



During the past year 3 members have died, Rhondda Vassal, Angelo Notaras and Bill Davidson. Also, although not a member but well known to most of us, John Vawser also died recently. On your behalf I extend our sincere sympathy to all the families concerned.

The 2018 National Tour was superbly organised by Geoff and Rosemary Holt. This event was based at Merimbula and it was extremely enjoyable with interesting tours, fascinating places and things to see and fine food and company. A memorable event. At the AGM held at during the tour the following committee were elected:- Peter Crauford, David Davis, Bruce Humphries, Rory Poland, John Reis, Andrew Bayley, George Blenkhorn and Keith Wherry. I thank the committee members for their work and sound thinking and also welcome George Blenkhorn and Keith Wherry onto the committee.

Your committee has financially supported the move to have cars 30 years and older exempt from luxury car tax and high level discussions with government are continuing. Our Club continues to be in a sound financial position and subscriptions remain unchanged at \$160 per annum with the joining fee at \$50.

I attach a list of coming events, arrangements for the Winter Tour at Nagambie from 20th to 24th July are well advanced and Elizabeth and I have put a diverse and interesting program in place which will, we hope, be of great interest to all, especially the ladies. This year's National Tour will be held at Creswick on the edge of the Macedon Ranges from 17th to 22nd September with Bruce Humphries and Richard Shenfield as Tour Directors. This is a beautiful and diverse part of Australia and I am sure this event will be well supported.

As I have mentioned before the committee can always benefit with some new faces and ideas so please consider throwing your hat in the ring!

The recently retired Chairman of the U.K Club John Stuttard has been hard at work with the history of the 20-Ghost Club, a monumental task, with a number of interesting Australian cars to be included in the 70-year book. I would like to especially thank David Davis for compiling the detailed history of the local club, a significant task undertaken with David's usual enthusiasm and attention to detail.

In conclusion good health and safe enjoyment of your wonderful cars over the coming year.

Peter Crauford.

See our Chairmans' exciting new acquisitions on pages 19, 20 and 21 including this handsome **1920 40/50HP 133LG** Open Drive Landaulet by Sam L Elliott and Sons of Reading.



THE SILVER GHOSTS - Popular English Group playing all the right music



The Silver Ghosts are a London-based 7-piece swing ensemble made up of trumpet, trombone, clarinet, banjo, double bass, drums and vocals.

Google: The Silver Ghosts - YouTube



NATIONAL TOUR MERIMBULA

SEPTEMBER 2018

16th to 22nd September, 2018

with special thanks to David Davis

The 2018 Tour was organised by Geoff and Rosemary Holt and tourers enjoyed magnificent scenery in wonderful spring weather.



Clare and I intended to take two days to drive down south in the Twenty. In the event, Clare didn't feel well on departure day so we left on Sunday 16th September facing nearly 400 kilometres but being happy to break the journey for the night. We arrived in Merimbula shortly after 5 PM so it illustrates that the Twenty can cover the distance, it is very comfortable and at its pace in the country, driving is stress free.

Drinks and dinner was the opportunity to catch up with the mainly Victorians including Chairman Peter Crauford who had recently moved house from Western Victoria to the Mount Macedon area. Needless to say, all welcomed an early night after the long drive.

Monday, after a hearty breakfast, which was to be a feature of the mornings following, the day's run included a drive through undulating dairy countryside to Bega, Candelo and back to Merimbula.

Gilbert and Nanette Ralph travelled in the Twenty, and experienced first hand how the car handled really steep hills in first gear. Near Bega, we had morning coffee at a cheese factory, which for health and safety reasons was not open for inspection, however the shop had lots of delights to sample. The road travelled inland to Candello through dry and hilly countryside, rain being seriously needed throughout the State. Lunch was served in a courtyard which had wagon wheels slung overhead as chandeliers. Pumpkin or tomato soups were offered with wonderful bread followed by rich cake or scones served with delicious raspberry coolie and tea or coffee. Delightful! The run back to base was again hilly but the Twenty handled it gamely. Dinner was by bus to Wheeler's, well known for its oysters and fish. The selection included calamari to die for, fresh grilled fish and chips or chicken and vegetables followed by crème brulee or the richest chocolate tart with cream.



Tuesday was to be the longest drive of the Tour. The first stop was Central Tilba via the coast road through Bermagui. Central Tilba is a National Trust town which is now by-passed by the Princes Highway so is a lot more tourist friendly than it used to be. Wandering among the old buildings, mostly of timber in good order brings to life the experiences of former generations of dairy farmers. Lunch of French Onion or potato and leak soups was served at nearby Tilba Tilba, a similar town but not nearly as busy but nevertheless, sundry purchases were made. Some cars required minor attention including the Chairman oiling the Phantom's King Pins, Keith Wherry adding water to the Phantom 111 and John Milverton tightening the nearside

back wheel nut. Richard Shenfield's recent acquisition of a 25/30 Mulliner Sedan was scrutinised at length by our group noting how original it was, including the radio fitted in the rear compartment. A time capsule indeed. The run back to base was through Cobargo which is a time capsule too and worthy of a stop as indeed Clare and I did on the way home. The walk to dinner at Vicolo took all of ten minutes. The fare included a wonderful anti-pasta followed by meat balls or chicken and an excellent cheese platter.

Wednesday was a rest day and most had a leisurely breakfast. Many went off to view an oyster farm and sample the stock. We had lunch in the Village after browsing in the book shop. I oiled the steering and attended the Committee Meeting. We walked everywhere and didn't use the car at all. We all elected to follow Geoff's recommendation to have dinner at a Malaysian Restaurant where traditional food was served and which was certainly a gourmet highlight.

Thursday involved a drive along the Coast north to Bermagui. There were several steep hills requiring the use of first gear in anger which means pressing the accelerator near the floor! The Twenty clattered over the several wooden bridges across the coastal creeks which exercised the springs. Coffee was had at the Pottery short of Bermagui. The shop had mainly garden pots of many and varied sizes and colours. The short run to Bermagui took us to lunch at Bermi's Beachside Café with a full view of the bay in perfect weather. Bermagui is famous for its strong ocean winds which fortunately were calm on our visit.



Lunch was a full menu of fish, salads and the like. Following lunch a short drive to the Montreal Goldmine for a tour in small groups was welcome. Gold was discovered on the beach north of Bermagui which led to the discovery of the source inland nearby in 1880. The diggings were worked by individual miners in their own small plots. We saw the shafts they dug with the side passages searching for nuggets. We were told that on one tour of the field, a snake was found to be stuck in one of the shafts to which a tourist stated that action should be taken to extricate it. The Tour Guide suggested that he was prepared to hold the ankles of the tourist while she grabbed the snake! Travelling along the Highway to base we prepared for the Annual General Meeting and Dinner at Waves Restaurant which was again, within walking distance. Following Canapes, chicken or pork followed by cheese or panacota and pear, was served.

Friday was an easier day. After breakfast there was a leisurely drive south along the Highway to the Sapphire Coast Car Club which has a selection of local members cars on display of every type. I am not sure if many discovered the Rolls-Royce Engine which powered an ex-military Scout Car. We drove onto



the waterfront at Twofold Bay below Eden township and spent a short time observing the activity in the Port where an ocean terminal is being built for cruise ships. The bay is a wonderful body of water and we were to see it from the other side at lunch at the Seahorse Inn at Boydtown, again an ocean spectacle across the Bay. A wonderful sailing course with long fetches could be laid directly in front of the hotel. The Whale Museum at Eden was on the way back. The exhibits made one realise how dangerous whaling was in the 19th Century being conducted from pulling boats not much bigger than surf boats. A short walk to Pier One overlooking the river at Merimbula was our dinner venue, where another memorable meal was

had. There was much swapping of places as tourists took the last opportunity to swap tales and experiences.

Following breakfast, everyone headed for home, the Victorian, south and we few NS Welshman, north. We stopped at Cobargo for coffee and had lunch with The Milvertons and the Wherrys at Bateman's Bay before heading up the Kings Way towards Goulburn for the night. The last part of the escarpment was seriously steep again requiring first gear in anger. Unfortunately the following morning, I forgot to replace the petrol cap and by Mittagong, its chain had broken so it is lost. I have lost it in the past but always have found it again but alas, not this time.



The Tour was great fun with pleasant company and of a size whereby everyone could have time together. Geoff and Rosemary were thanked in the usual way at the final dinner. They put a lot of time and thought into the Tour and it is due to their efforts it will be remembered as a great success.

It was unfortunate that George and Sue Blenkhorn's Silver Ghost seized the clutch trunnion on the way to the Tour and Andrew Bailey's Phantom 11 shed the inner rolled bead of one of its wheels on the way. The performance of the cars was a credit to their preparation as the terrain covered was challenging apart from the distances to arrive at Merimbula.

David Davis



Above: John Milverton's very attractive **1933 20/25HP GHA11** with Freestone and Webb Saloon Coachwork.
Below: David Davis's much-travelled **1922 20HP 42G1** Disken and Molyneux Tourer in full weather guise.



Above: Our Treasurer Bruce Humphries **1927 20HP GUJ62** Martin and King Doctor's Coupe. **Below:** Andrew Bayley's **1932 Phantom 11 98WJ** replica three-position Drophead which had some exhaust issues



Special thanks to Gil Ralph for the photos of this event



Above: Mary and Bruce Humphries.
Below: always bubbly Wendy Shenfield is even happier she is now travelling in the comfort of Richard's new **25/30HP H.J. Mulliner Sedan** de Ville.

Above: A nice spread of early R-R's attended: Single examples of P1,P11 and P111, a Silver Ghost, 2 x 20/25's, a 25/30 and 2 x 20HP's.



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Above: Mike and Liz Williams, all the way from Howrah in Tasmania with their **1934 20/25HP GRC24 Park Ward Sportsman's Saloon**.
Below: Chairman Crauford's charming **1925 New Phantom 10LC Barker Sedan** de Ville with division offers what he describes as great legroom.



Imported from the U.K. some seven years ago this **New Phantom** can cover long distances with ease.



Keith Wherry's Phantom 111 Barker Touring Limousine



Members attending were:

Peter Crauford, Phantom 1 10LC Barker Sedan de Ville

Bruce and Mary Humphries,

Nanette and Gilbert Ralph

Keith and Marie Wherry Phantom 111 Barker Touring Limousine

Mike and Liz Williams 20/25 CRC24 Park Ward Close coupled Saloon

John and Liz Milverton 20/25 GHA 11 Freestone and Webb Saloon

Greg Dunstan

Wendy and Richard Shenfield 25/30 H.J.Mulliner Sedan de Ville Limousine

Andrew and Margaret Bayley Phantom 11 98WJ R.Fry and Sons 3 position Drophead Coupe

Geoff and Rosemary Holt,

Keith and Robin Drew

David and Marilyn Forward

Sue and George Blenkhorn Silver Ghost 70SG May Bros Tourer.

John and Holly Humphries 20 H.P. GUJ62 Martin and King Doctor's Coupe

David and Clare Davis 20 H.P. 42G1 Diskon and Molyneaux Tourer

Our members enjoy great success at the RREC South of England Rally



John intends to keep this car in the U.K. for rallies there having sold his much loved **1914 40/50HP 6TB** London to Edinburgh Tourer

Above and Right: Two of our members recently took part in the Rolls-Royce Enthusiasts Club South of England Rally based in Bath - John and Elizabeth Milverton with their superb new **20/25** Freestone and Webb Fixed Head Coupe and Keith and Marie Wherry with their much travelled **1912 40/50HP 2133** replica tourer. The Milverton's 20/25 was awarded "the Most Elegant Art Deco Award" while the Wherry's won "People's Choice". As Keith said "the two cars won 40 percent of the five available trophies."



Left: A rather jubilant Keith receiving his trophy at the Bath event. After having his **1912 40/50HP 2133** fitted with a larger L to E carburettor at Jonathan Wood's Keith sent me the following report on this amazing Ghost's performance:

>> We arrived in England after a good flight and had a car waiting to take us to Essex to collect the Ghost from where it has been stored for the past year.

>> The next day we drove to Kent for birthday lunch with our friend Jack Henley; sit down for 120 guests! He moved his twenty classic cars out of his coach-house!

>> The next day a long drive, some 500kms to north Wales in appalling weather ⚡ in the 107 year old car!

>> Next night the ferry to Dublin and the long drive to Connemara in the wild West Coast of Ireland. Beautiful rugged countryside with stunning views all along the "Wild Atlantic Coast Road".

>> A great seven days with eight other Silver Ghosts.

>> We then drove to Galway in the far north of Ireland for a weekend with the Irish RREC group.

>> After a few fun days with Marie's family, we caught the ferry back to Wales and drove down to beautiful Bath, and another RREC rally this weekend with our friends the Milvertons.

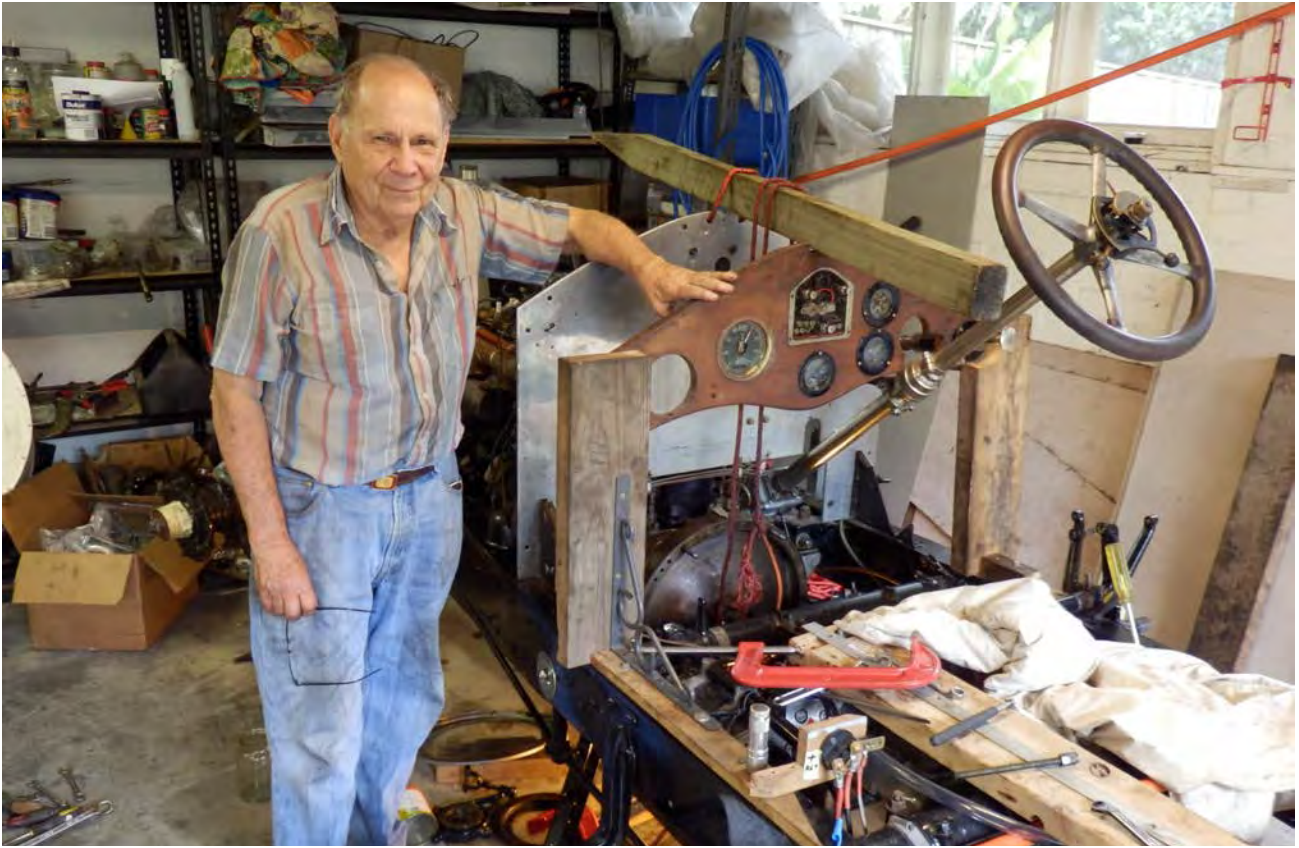
>> Tomorrow we drive over to Cambridge to leave the car for servicing after an amazing 3000kms drive through some magnificent country in three weeks in the faithful old Ghost!

>> Another month of exciting times ahead! How lucky are we?

>> How lucky are we?

>> Cheers. Keith and Marie

Vale our oldest Silver Ghost restorer - Angelo Notaras OAM, Bellevue Hill



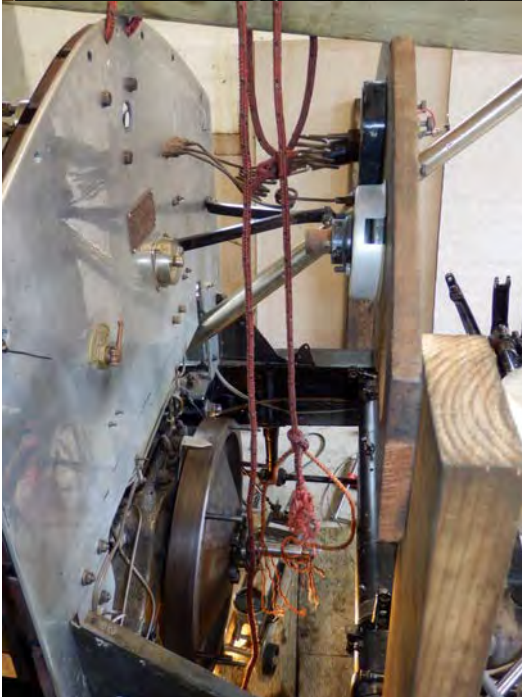
Angelo Notaras OAM was keen to restore his **1921 40/50 HP 85AG** himself and had started it in the mid-80's and then with business commitments had not touched it for 25 years. Along with his brother John he founded Atom Industries in Balmain, the duo winning the 1976 ABC Invention of the Year award for an electronic ignition system that replaced points and condensers on small engines. They also developed their own line of chain saws, garden blowers and edgers and invented a drilling attachment for chain saws which was a universal success in the bush replacing the old hand brace and bit. Angelo was sadly robbed of the opportunity to see **35AG** through to finality. At 83 with the zest of a 50-year old Angelo was really enjoying the final stages of its restoration. Already owning a very nice **1933 20/25 GDX11** Mulliner Saloon which he restored in the 80's **35AG** had given him enormous joy in recent years and reinforced my thoughts on what a great hobby the old car movement provides. I called on him regularly at his Bellevue Hill home to offer support and frankly his enthusiasm was infectious. Angelo was also well known in the United States to Silver Ghost Association members and in his younger years regularly participated in their rallies and events, a good friend of their technical officer Bill Kennedy. Proud of his Greek heritage Angelo was a notable Kytherian. His father had built the Grafton Cinema back in the 1920's which Angelo restored in recent years forming a trust and leaving it to the towns folk of Grafton as a gift before he died. Such was its detailed restoration that it was the recipient of a Heritage Architectural award. Along with brother John, Angelo took an active part in preserving the rich history of Greeks in Australia underwriting three books by Hugh Gilchrist, *Australians and Greeks* Volumes 1,2 and 3. He also part funded John Fasal's two volume Ghost books



Vale our oldest Silver Ghost restorer - Angelo Notaras OAM, Bellevue Hill



*Angelo had this London to Edinburgh style body constructed on **35AG** but had done much of the mechanical and detail work himself. I am indebted to Robert McDermott who on my request restored the badly worn clutch which had become a source of concern to Angelo.*

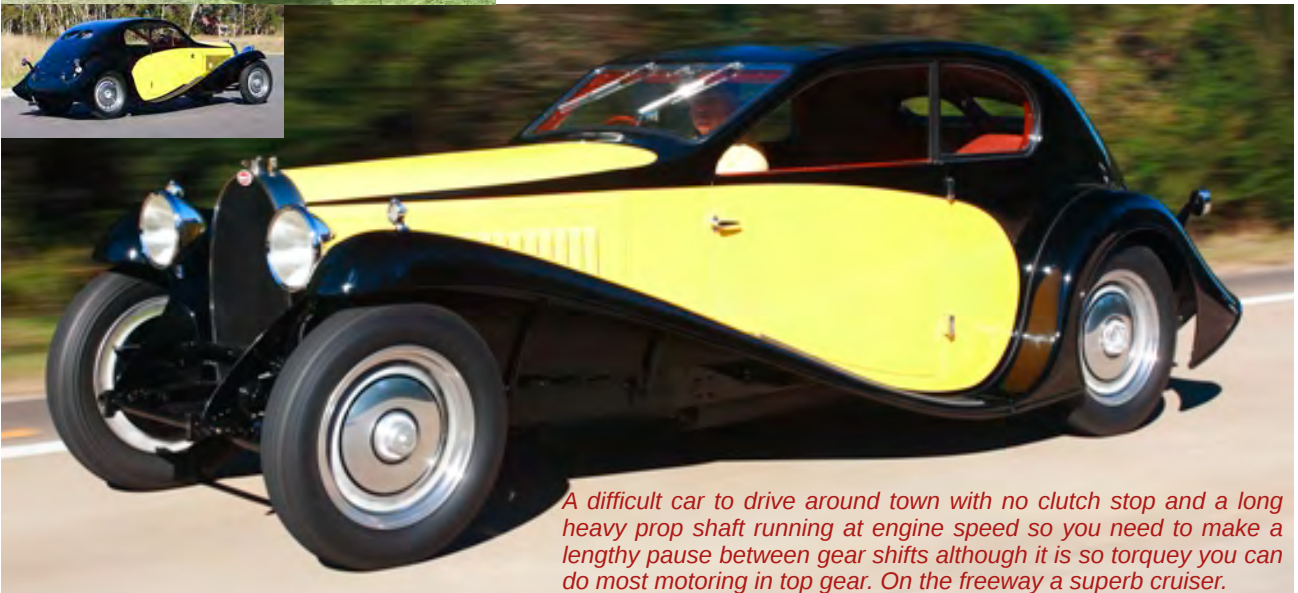


The good news is that one of Angelo's sons Will has taken over Angelo's cars and will be joining the club. The car is now painted and the chassis is at Garth Selig's Repair and Restoration Services getting mechanically checked over prior to the fitment of the body.





Above and Left: The late Jorge (George) Fernandez at Pebble Beach 2004 after taking a Second in Class Trophy with his 1919 Hispano Suiza H6 Duvivier Torpedo Tourer delivered new to King Alfonso XIII of Spain. He also scored the Alex Ulmann Special Award for the most significant Hispano Suiza, the second time he had taken out this coveted award. Quietly spoken and rather unassuming Jorge generously let me test drive his collection and I am deeply appreciative of this and saddened by his premature passing in Spain. Few collectors in Australia had a more impressive collection and an appreciation of the best cars of the period than Jorge. **Below,** his rare 1929 Type 46 Bugatti with replica Profilee coachwork after an 11-year restoration. The eight-cylinder 5,349cc engine with nine main bearings is very smooth - the three-speed gearbox in unison with the back axle giving the car superb balance. Jorge put a huge effort into this restoration sourcing many parts from around the world.



A difficult car to drive around town with no clutch stop and a long heavy prop shaft running at engine speed so you need to make a lengthy pause between gear shifts although it is so torquey you can do most motoring in top gear. On the freeway a superb cruiser.



Above: Jorge with his most coveted car, the 1926 Hispano Suiza H6B Rollston Victoria Convertible Coupe, one of only several fitted with this superbly executed coachwork, seen here winning the 2010 Sydney Concours d'Elegance at Manly's former St Patrick's Convent. Seen presenting the award is Concours Chairman Sam Movizio.



Below and Left: One of Jorge's finest cars - the 1936 Phantom 111 3A2210 Barker Saloon, surely one of the coach builders finest examples on the P111 chassis, a low mileage car in impeccable original condition and mechanically well maintained - the V12 whisper quiet.



Right: Jorge's 1920 Rothschild-bodied 69CW Tourer which he campaigned with Monica in the 2013 Austrian Alpine Trial Centenary Re-enactment.





NOTE: A memorial Mass for Jorge Fernandez is being held on Friday 19th July at St. Mary's Cathedral at 3.30pm.



Above: Jorge's 1911 40/50HP 1524 replica Brougham by Roger Fry of "The Dreamer", completed in the U.K last year with Regency stripes Bedford Cord interior and matching leather - now for sale at Vintage and Prestige Dealership with a price tag of 1.4 million pounds. **Below:** Jorge with his 1925 Hispano-Suiza H6B replica roadster with sons Romero and Sebastian on board - now grown up, see page 17. This car, once owned by Jonathon Harley's brother Nick,, really is a very potent vintage hot rod.



Left: Beautifully executed instrument cluster with classic Jaeger instruments, the speedo calibrated to 200km/hour, the rev counter to 4000rpm. Also fitted, a period correct Tapley gradient meter. Jorge, as Australia's largest kitchen cupboard manufacturer, personally carried out much of the detail timber work on his cars



Jorge Fernandez's most coveted collector car - 1926 Hispano-Suiza H6B Rollston Victoria Convertible Coupe seen here at last year's Pebble Beach Concours d'Elegance where once again Jorge gained a Second in Class Trophy for Rollston coachwork and the Alec Ulmann Trophy for the most significant Hispano-Suiza at the event. **Top right:** Jorge's two sons Romero and Sebastian, now much older, who brought the car over from Spain, seen here with Jorge's good friend Charles Bronson, the West Coast Classic Car dealer who sourced many of the rare collector cars for him.



This highly-original Hispano Suiza H6B is one of the finest vintage collector cars I have been fortunate to drive.

Top marks to Katie Forrest for taking part in the Vintage Sports Car Club Driving Tests at the old Brooklands Circuit in January in 1912 40/50HP 2154 Barker Torpedo Tourer - a rather heavy car to manoeuvre around the cones and the sole entrant in the Veteran and Edwardian Class, competing against Touring Cars, Standard Sports cars, Modified Sports cars, Cyclecars, Oddities and LCES.



It is 80 years since Brooklands circuit was last used for racing but on Sunday 27 January 54 pre-war cars converged on Brooklands to take part in the VSCC New Year's Driving tests bringing motorsport back to the historic concrete. Kevin Lee and his team laid out 12 tests all named after historic marques.

The weather did not live up to the forecast with showers mid-way through the day.

Best score was by the very effective combination of Eddie Williams in Charles Gilletts 1929 Frazer Nash Super sports. Harry Hoskins, Tony Jones trophy winner in 2018 got his 2019 season off to a great start in his fathers 1929 Morris Cowley, **Katie Forrest worked hard getting her 1912 Rolls-Royce Silver Ghost round the cones.** Edmund Burgess drove his 1924 Bugatti with his usual aplomb and Richard Wadman was victorious in his 1928 Austin Seven competing in the Cyclecar, Oddities and LCES class.

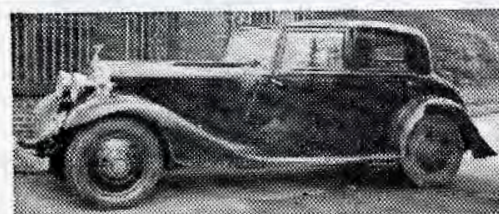
Information courtesy of the Vintage Sports Car Club

Katie Forrest** is an inspiration for other young enthusiasts to participate in our older cars and we should encourage the use of our cars with younger people at all times to keep the interest in them and foster the growth of the club. **Editor

CHAIRMAN'S NEW ACQUISITIONS



*I first met our Chairman Peter Crauford on the Veteran Car Club of Aust. N.S.W. branch 25th Anniversary Rally around western N.S.W. in 1979 with his 1914 Mors Tourer. Peter from my reckoning would have owned more Veteran and Vintage cars in his time than most enthusiasts and he recently purchased this very original **1922 40/50HP 133LG** Elliot Landaulette in the U.K. along with several other early Rolls-Royces. **122LG** was first delivered as a Cockshoot Tourer but later bodied as a hearse, finally advertised for sale as a chassis in the May 1960 issue of Motorsport by Scott-Moncrieff (see below). Subsequently rescued from a hedge in Hampshire in 1968 and totally refurbished with the current Elliott and Sons body from the 20's. Samuel Elliott and Sons of Reading were appointed the sole British concessionaires for Carrosserie Vanden Plas in 1924 and exhibited at the 1924 and 25 Olympia Show with Voisin and Fiat Cars. Peter intends at this stage to leave the car in the U.K. This somewhat imposing Silver Ghost is very Edwardian in appearance and is very nicely appointed with quality fittings and we hope Peter brings it to Australia in the near future.*



20/25 ROLLS-ROYCE sports saloon, 1934, Serial No. GUB 74. Coachwork by Hooper. Mechanics and electrics all irreproachable. Very good tyres. Heater.

A selection of at least six other 20/25s, from £250.

Two Silver Ghost chassis, 1921 (Serial No. 133 LG) and 1924 (Serial No. 104E), original and running well. Also usually a few 25/30 Rolls and 4½-litre Bentleys.

SCOTT-MONCRIEFF

Rock Cottage, Basford Hall, Leek, Staffs.

Tel.: Churnet Side 300



CHAIRMANS NEW ACQUISITIONS



*Peter Crauford has also imported this stylish late-series **1936 20/25 GBK26** Mulliner Sports Sedan and reports there was no issue with asbestos brake lining, the Real Car Co. replacing them and providing the paperwork to that effect. Peter suggests the car is highly original with a very nice interior and drives very nicely but has rather tatty paintwork. With the previous owner for 54 years. Has a full synchromesh gearbox.*



CHAIRMAN'S NEW ACQUISITIONS



Above: Peter has also imported this early series 20/25 from late 1930 - GNS4, a H.J.Mulliner metal Weymann saloon which is currently having its head reconditioned, again arriving through customs with no problems with asbestos.

Below, Right: Also secured locally, this stylish 1913 18HP Renault Roadster, for a number years in the National Motor Museum in Birdwood, S.A., owned by the Rainsford family, restored by Eric Rainsford in the 1970's and always coveted by Peter.



NEW MEMBERS - Dr. Howard Wraight, Camberwell, Victoria
1938 25/30HP Wraith WXA 50 Mulliner Saloon



Howard intends to remove the whitewall tyres and pin striping

A HISTORY OF WXA 50

WXA 50 was ordered on 12 Sept. 1938 by Car Mart of Park Lane, London. The completed chassis was delivered to H.J. Mulliner on the 11th. October, 1938.

The result was a handsome 4-door 4-light razor edge saloon with boot and sunroof and without division. Car Mart received the car on 2nd, December and sold it to Mr. Samuel Coxhall of Solihull, Warwickshire.

The chassis price was 1100 pounds plus 525 pounds for the body, another 3 pounds for the optional kneeling mascot. Mr. Coxhall had a fascinating ownership history having purchased 14 new Rolls-Royce's and 9 Bentley's between March 1922 and September 1949. It is unclear how long he kept **WXA 50** as records are not available however there may have been an interim ownership by L. Arrowsmith of the Dairy House, Stoke on Kent.

Between June 8, 1943 and May 1, 1967 there were three more owners before the car was sold by Paddon Bros to Derek Reid of Sennerville, Quebec, Canada for 750 pounds. In the mid 1970's Derek Reid and son Pierce, both engineers, undertook a body-off total chassis up restoration of **WXA 50**. In 1979 the car was sold to Michael Green of Quebec.

In 1997 Michael Green auctioned the car in Montreal, purchased by Claude Dubois, also from Quebec, and under his ownership the car underwent an engine re-build by Laurentide Auto Sport Engineers. Also included was a body restoration including a bare metal respray, new chrome and interior refurbishment, the interior coach work completed by a specialist carriage work artisan in Montreal during 1999.

Howard has now given this elegant Wraith to Simon Elliott at The Derby Works for further mechanical work more specifically to the steering box and front end and detail work to the engine bay and bodywork. We look forward to seeing it at an event soon.



*We welcome Howard Wraight to membership with this very nice **1938 25/30HP Wraith WXA50** H.J. Mulliner Saloon - recently imported from Canada this very well kept model is currently getting some refurbishment at The DerbyWorks. Note the elegant trouser-crease and the stylish razor edge to the front mudguards*

NEW MEMBERS - Keith and Catherine Mortimer, Doncaster East, Victoria
1934 20/25HP GAE29 Hooper Sedan



*We welcome Keith and Catherine Mortimer to membership with this very nice **1934 20/25HP GAE29** Hooper Sports Saloon. Purchased from Peter Willcox, who acquired the car from the Real Car Co. in the U.K. some years ago, and subsequently had it repainted and retrimmed to its current excellent condition. We look forward to meeting Keith and Catherine at an event soon.*



*Peter Willcox is all smiles having recently secured this rare **1959 Bristol 406 Zagato** Grand Touring Model, chassis 5255, one of six Zagato-bodied examples built of which five still exist. Smaller and lighter to a standard 406 with a specially tuned engine this superbly restored example now shares Peter's motor house with another recent Bristol purchase - a standard bodied 405 model. The 406 Zagato, photographed above with Peter's **1933 Phantom 11 Continental 26MY** Saloon, is painted California Sage as used on the Aston Martin DB4 GT Zagato and later Aston Martins. This car is in superb restored condition and I am fortunate that Peter is making it available for me to test for Unique Cars Magazine.*

Just 174 Bristol 406's were built between 1958 and 1961 however Anthony Crook, who at the time owned 40 per cent of Bristol Cars, saw the opportunity to further develop the car and in conjunction with Carrozzerie Zagato in Milan a design was approved and a prototype built for the 1959 Earls Court Motor Show. The Grand Touring body on the Zagato offered a 273kg weight reduction while the BMW-derived 2.2-litre six-cylinder engine was upgraded by 10HP or 8kW to 86kW and a stainless Abarth performance exhaust system fitted. One of the first cars to feature four-wheel Dunlop disc brakes and the first production car to feature a Watt's linkage rear suspension. Of the six Zagato-bodied 406's this car is one of four built with a raised roof line to accommodate taller passengers.

NEW MEMBERS - David and Yvonne Yaxley, Tasmania.

1934 Phantom II Continental 24SK Park Ward Sports Saloon



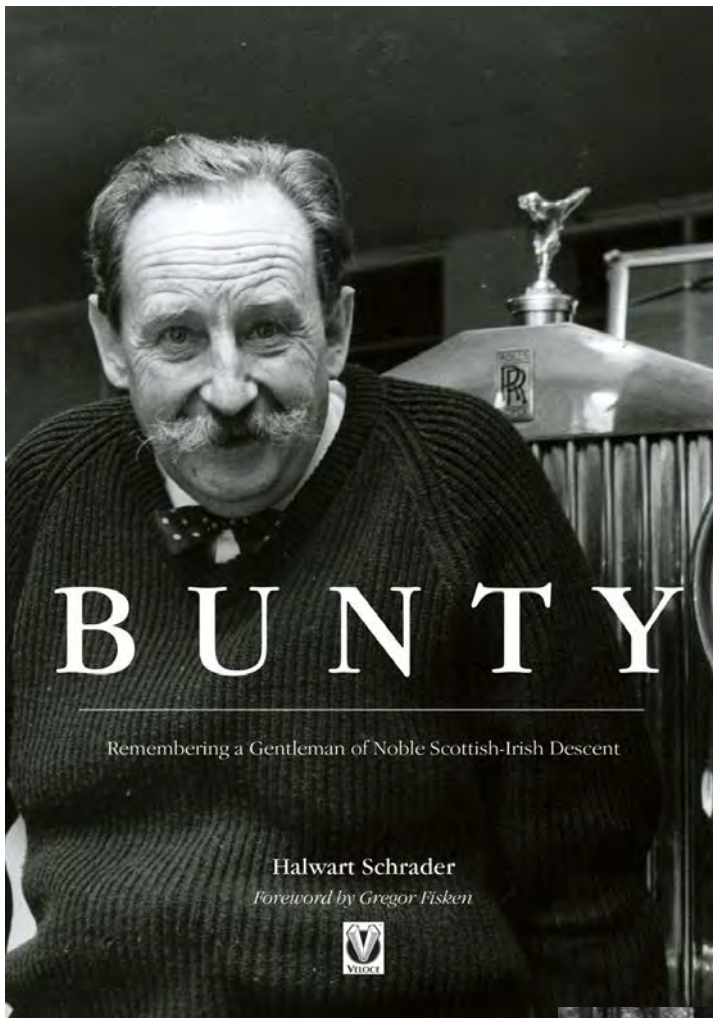
*We welcome David and Yvonne Yaxley to membership with this stylish **1934 Phantom 11 Continental 24SK** Park Ward Sports Saloon. This well known Sydney car in the hands of Henry Pang is now residing on the Apple Isle. Fresh from a rewire at Garth Selig's Repair and Restorations Services in Wetherill Park following a minor fire this very original P11 is in superb condition and we hope to see its striking profile at some of our events in the near future. **24SK** is one of just five P11 Continentals known to exist here.*



***24SK**, off test on June 25, 1934, dates from late in the Phantom 11 production run and as such incorporates a host of minor improvements. First passing through three English owners it arrived in Australia from Switzerland in 1985 and became part of the John Altmann collection, passing to Dr Ken King, John Wilson, Dr. Henry Pang and now into the hands of David and Yvonne Yaxley.*

BUNTY - REMEMBERING A GENTLEMAN OF NOBLE SCOTTISH DESCENT

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One of the old car world's real characters David Scott-Moncrieff could well have played a part in the Magnificent Men in their Flying Machines, a raconteur who dealt in our cars when they were far more affordable.

Below: Well known down under here in 1973 with L to R, George Brooks, artist Alan Puckett, Jumbo Goddard, Len Vigar, David Scott-Moncrieff (seated) and Gavin Sandford Morgan with his 1914 40/50HP 34LB, now owned by David Coleman from Portsmouth, New Hampshire, USA.



MEMBERS OTHER CARS

Last October one of our members Lawrence Southward from Melbourne took out the Best of Show award at MotorClassica with his 1932 Alfa Romeo 6C-1750 GranSport Roadster. Please find my story on this very desirable car.

1932 Alfa Romeo 6C-1750 shines at MotorClassica 2018

David Berthon

Without doubt the long-bonnet Alfa Romeo's of the 1930's are today among the most sought after collector cars in the world, the 6C-1750 in particular considered one of the most desirable.

So it was no surprise that one of Australia's finest examples owned by Melbourne collector Lawrence Southward would take 'Best in Show' at last year's MotorClassica in Melbourne. Imported from New Zealand earlier that year this Italian masterpiece captured the very essence of style and elegance at last year's premier Classic car showcase.

Importantly, this 1932 6C-1750 GranSport 5TH.series Spider retains its original aluminium body by Zagato featuring a disappearing top. Professionally restored in New Zealand the jet black Alfa stole the show with its intricate mechanics and fine attention to detail.

The post-vintage Milanese sportster had some stiff competition but shone through in the end, taking a class win and then impressing the Best of Show judges including Formula One champion Alan Jones, yours truly, and the design directors of Holden, Ford and Toyota.

The Alfa Romeo 6C-1750 impressed from the moment it was first released. It would win every major racing event it was entered in during 1929 including the Grand Prix of Belgium, Spain, Tunis and Monza as well as that year's Mille Miglia in the hands of Giuseppe Campari and Giulio Ramponi.



MEMBERS OTHER CARS

It would also take out the Brooklands Double Twelve and the Ulster TT that year while the following year would further win the Spa 24-hours and other road races and hill climbs. It also repeated its win in the Mille Miglia, this time driven by the great Tazio Nuvolari, this event legendary for his duel between teammate Varzi over the last 600kms. Nuvolari would overtake Varzi in the early morning with his headlights switched off eventually finishing 7 minutes ahead.

Few cars have inspired this writer more than lengthy drives in a 6C-1750 in both naturally-aspirated and supercharged form. Built in six series from 1929 to 1933 the 1750 became more sophisticated over this

four-year period, released initially in Turismo form, then in the improved Sport, Gran Turismo, Gran Turismo Compressor, Super Sport and, in its highest performance form, the Gran Sport.

Just 257 Gran Sports were built in the 4th, 5th and 6th series on the shorter 2,745mm wheelbase and Lawrence Southward's chassis 10814401 is one of 106 5th series cars and one of 30 constructed in 1932. Furthermore, it is one of just 25 5-series Gran Sport's built with the coveted Zagato Spider coachwork.

Zagato was the favoured coachbuilder for the 6C specialising in the lightweight Superleggera method of placing lightweight alloy body panels over small-gauge steel framework.

But the cars exemplary performance was due in no small part to the genius of the

relatively young engineer Vittorio Jano who had been recruited by Enzo Ferrari in 1923 from Fiat. Ferrari had become a test engineer and driver for Alfa Romeo in 1920 later forming his own Scuderia to race their cars. Jano's first project was the P2 Grand Prix car which would bring much competition success. By 1926 he had become Alfa Romeo's head of design and soon set about designing a grand touring car with a brand new overhead-cam 1.5-litre six-cylinder engine.

The 6C-1500 emerged in 1927 and a year later was developed into the 6C-1500 Sport featuring twin overhead camshafts. The addition of a Roots supercharger in 1929 on the 6C-1500 Super Sport would further boost output however by late 1929 a lift in displacement to 1752cc saw the arrival of the first 6C-1750.

The Southward 6C had an interesting first English owner in Rupert Edward Lee Featherstonehaugh, better known as 'Buddy' Featherstonehaugh, a popular Jazz saxophonist and racer. As part of the Billy Mason Band Featherstonehaugh was touring Britain's major cities in 1932 with Jazz superstar Louis Armstrong and was enjoying enormous success, the financial rewards enabling him to race Alfa Romeos amongst others along the way.



Perhaps his greatest success pre-war was winning the 1934 Grand Prix in d'Albigeois in a Maserati 26M owned by Whitney Straight. In late 1934 he would part with the 1932 6C-1750 Alfa to another racing driver, Kenneth Evans. Evans was racing an MG R-Type single-seater at the time, later campaigning ERA's and Alfa's, finally selling the 6C in the lead up to the war.

It is not known what happened to the 6C-1750 during or immediately post war however it re-surfaced in England in 1951 and by the early 60's was in the hands of George Gray who also owned the ex-Tim Birkin Alfa-Romeo 8C-2300.

MEMBERS OTHER CARS

With interest growing in pre-war Alfa's by 1973 the 6C had been imported to New Zealand by Dale Court then ten years on passed to Lawrence Southward's father Roy in Christchurch. In Roy Southward's hands it was campaigned extensively in a number of vintage rallies including the 1991 Pan Pacific Rally in Palmerston North. Lawrence also campaigned the car in a number of events from the age of 17 - the Southward family well known in New Zealand for the 400 car Southward Museum in Christchurch established by Lawrence's grand-father Sir Len Southward.

After considerable use oil was discovered in the 6C's water and the decision was taken by Roy to undertake a comprehensive restoration however ill health would interrupt the project while his subsequent passing in 2010 would see the project put to one side.

Lawrence Southward would re-instate the project in late 2012 sending the car to Bristol Restorations in Upper Hutt where it was brought up to Concours standard over a five-year period.

Today, this outstanding Alfa Romeo forms part of an impressive cachet of collector cars in Lawrence Southward's stable including the oldest car in Australia, an 1891 Panhard Levassor featuring tiller steering and hot tube ignition.

Also sharing garage space with the Alfa 6C-1750 is a 1912 Rolls-Royce Silver Ghost Tourer, a 1927 41/2-litre short-wheelbase Bentley Tourer, 1929 Bentley Speed Six Tourer, 1924 Rolls-Royce Silver Ghost Saloon and a 1961 Aston Martin DB4 series 4 Coupe.

Behind the wheel it's immediately apparent why the 6C Alfa's sportsters were so successful – the vibrant 1,750cc straight-six with double overhead camshafts and two inclined valves per cylinder is force-fed from a twin-throat Memeni carburettor by a Roots supercharger running at ½ engine speed.

The engine with quality aluminium castings and ribbed supercharger is superbly detailed and itself a work of art and part of the magic and charm of this Italian sports car

The wheel is large and while the car feels initially heavy through the steering it becomes far more nimble once underway. This is a car that loves to be revved and the further up the rev scale the more its

soundtrack becomes intoxicating. At the same time the scream from the supercharger and wail from the four-speed gearbox leaves no doubts you're driving the next best thing to a full blown period race car.

With an all-up weight of just 940kgs one can understand why the Alfa's swept all before them before the war. Visually, the cars long bonnet and short tail purveys a powerful sports profile the relatively long wheelbase ensuring the car sits and tracks well on the road its leaf sprung suspension with strong friction dampers keeping it well controlled and nicely planted on the road.

Few post-vintage cars are as satisfying to drive on the open road and it will happily cruise up to 145 km/hour without any real signs of stress.

In Australia, Alfa 6C-1750's are thin on the ground, Gran Sport models in particular,

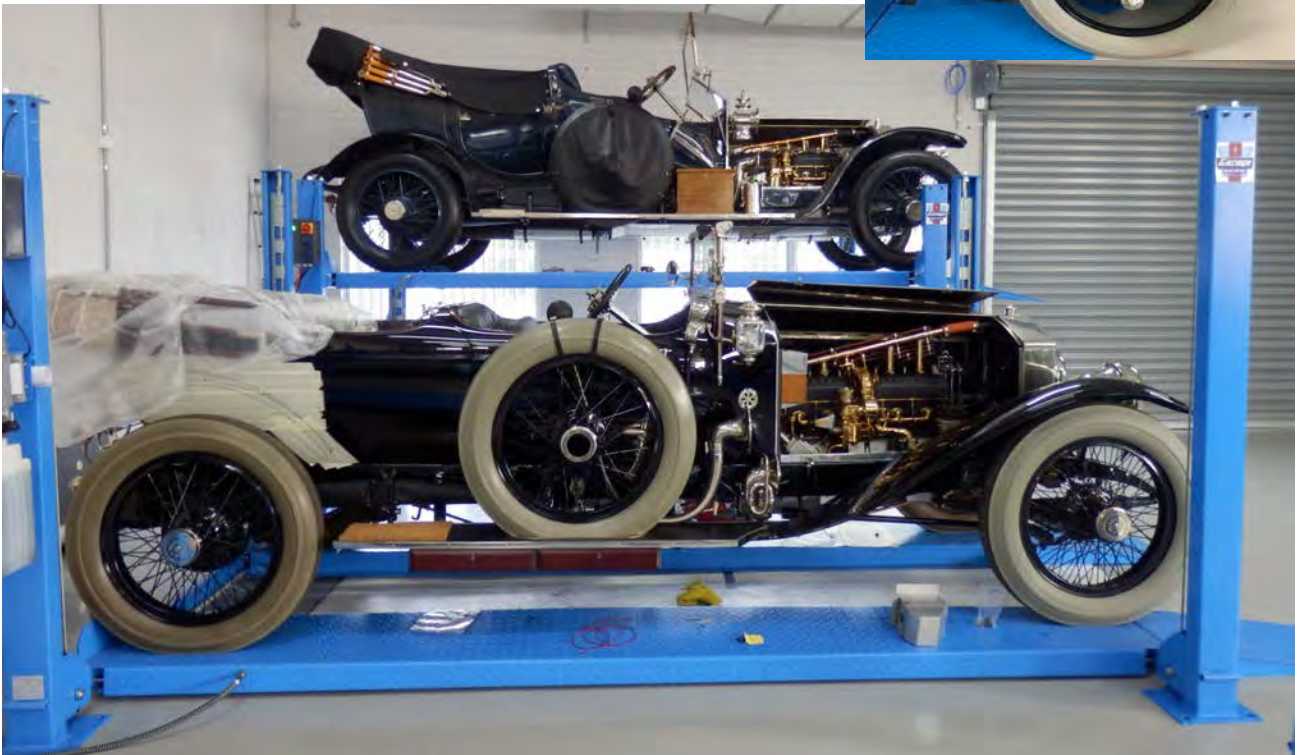
and without doubt the Southward car is one of the best and most deserving of its MotorClassica *Best of Show* crown.



1913 40/50HP 2583 L to E Continental at the DerbyWorks



My 1913 40/50HP 2583 London to Edinburgh Continental Peels of Brisbane Torpedo Tourer back at The DerbyWorks getting the rear mudguards raised and some final touches from Simon Elliott. Also final fit up of my wheel spats. In fine company here with George Forbes 1912 40/50HP 2009 Rainsford Tourer.



Most of the London to Edinburgh models were fitted with 935 x 135 beaded edge tyres in lieu of the standard cars 895 x 135 - you can't buy 935 x 135 beaded edge tyres - the nearest equivalent 35 x 5 straight sided are 939 mm overall - I thought I'd left enough clearance for these larger tyres however it wasn't enough with the need to raise the rear guards.

1913 40/50HP 2583 L to E Continental at The DerbyWorks



Apologies if these photos seem self indulgent however they were taken by a clever professional photographer from Unique Cars Magazine for a story I did last year and they are so different and show some clever lighting technique and I felt it would be shame not to publish them. I am grateful to Simon Elliott for making the time for them to be taken. I think you will agree they are different - black cars are not easy to photograph as you tend to lose some of the detail. With these the back light has made good use of the shadows to highlight certain aspects of the car. The light hood and grey tyres providing a real contrast to the black body.





There are so many elements to a veteran Ghost that are different to the later models and I spent much time over a number years seeking the correct period items to make this car correct from a technical sense. Unfortunately many of the early Ghosts here were modified with vintage fittings later in life.



MEMBERS OTHER CARS - Alan Tribe from Perth takes a First in Class Trophy at 2018 Pebble Beach Concours with his 1939 V12 Lagonda Rapide James Young Drophead



Alan and Marisa Tribe on the presentation ramp with their rare V12 Lagonda Rapide James Young Drophead.



As found in a wool shed in Walcha

One of our Perth member's Alan Tribe had great success at Pebble Beach Concours d' Elegance last August in taking out the Class Win in the Class J-3 European Classic Late with his 1939 Lagonda V12 Rapide James Young Drophead, Lagonda built 186 V12's and just 13 of the more potent V12 Rapide models - just two had special coachwork including this car found by the Editor languishing in a wool shed in Walcha, N.S.W. Purchased just before the war by a British Army Major who was sadly killed in Burma during the conflict. The car was purchased from his estate by the company's General Manager, finally bought by a Sydney Architect arriving in Australia in 1957 showing just 8,906km on the clock, then painted in the peaches and cream colour on the right. Alan sent the car to Auto Restorations in Christchurch for a total body off restoration and it has been beautifully restored both mechanically and cosmetically. A very deserving class winner



Royal Sydney Yacht Squadron Classic Car and Boat Show - July 8, 2018



David Davis's **1922 20HP 42G1** Disked and Molyneux tourer 'Emily' at the Royal Sydney Yacht Squadron Classic Car and Boat Show at Kirribilli - a superb day complimented with marvellous cars and wooden boats.



And we think our cars are a lot of upkeep - keeping these period wooden yachts in good order is a full time job.

Royal Sydney Yacht Squadron Classic Car and Boat Show - July 8, 2018

*Below; Schneider Seaplane mascot on David Davis's **20HP 42G1** - his wind assisted go-fast device.*

*Great to see Garth Selig's **1925 New Phantom 30LC** Jackson Jones and Collins California Hardtop out and about.*



1913 40/50HP 2583



1924 Hotchkiss AM model found dismantled in a barn in Queensland in 2007 - the body by a boat builder is from N.Z. Kauri Pine bought from the Cockatoo Island Shipyard when it closed

Royal Sydney Yacht Squadron Classic Car and Boat Show - July 8, 2018

The beautiful club rooms of the Royal Sydney Yacht Squadron and the harbour proved a superb setting for the display of classics from the Vintage Sports Car Club and Rolls-Royce 20-Ghost Club and the vintage wooden classic yachts on a perfect winter's day.



*Richard Walton's 1925
OE 30/98 Vauxhall*

Above: The iconic Australian special known as Monster which started life as a 1925 Crossley 20/70 Sports Tourer - owner Bob Pritchard, who founded the VSCCA in 1944 had the misfortune to run into the rear of a truck after a party destroying the radiator, engine and firewall. Over the next 14 years Bob married a dismantled 1925 15/70/100 supercharged Mercedes to the Crossley chassis, front axle and steering, covering 200,000 miles between 1954 and 1999. Six-cylinder 4-litre OHC alloy block - 30mph per 1000 rpm.

A 1907 CAR FROM MANCHESTER

By Adrian Garrett - 1961



Back in the spring of 1961 our New Zealand member Adrian Garrett was the Editor of the Rolls-Royce Owner's Club of Australia Quarterly Magazine and wrote this wonderful account of how he became the owner of one of the oldest Silver Ghosts in the world. Nearly 60 years on its make fascinating reading.

This car, chassis No. 588 was the 50th. of the new 40/50HP type to be delivered. It was despatched from the workshop at Cooke Street Manchester on 24th. November 1907 after tests during which the average fuel consumption was recorded in the Rolls-Royce records as 18 mpg. The test route for the new cars was the winding road up to the Cat and Fiddle Inn, Derbyshire - s route which had to be accomplished in top gear. At this pub the test drivers used to meet for a pint and even today there hangs in the bar a picture taken in 1907 of four 40/50's gathered outside the Cat and Fiddle and including the original Silver Ghost, chassis 551, the fifteenth produced driven by Claude Johnson.

Chassis 588 was the last of the '500' type and the first to have the new frame with 3/4 elliptic rear springs and the shallow drop in the front axle. The steering rake was 'B' position, the axle ration was 24 x 65 and the spares included new pistons, cam wheels and a propellor shaft. The car was at once shipped to India for the Governor of Bengal and was not returned to England until 1920, after the death of the Governor. Little is known about the early history of the car in India or after its return to England except that a new body was fitted in 1920 and it was owned by a family in the 'home counties' until it found its way to a scrap yard at Fremington, near Barnstaple, North Devon, about 1936.

It was in April, 1952 whilst with the Royal Navy at Plymouth, Devon that I decided to buy my first car. I only had 40 pounds, so the search was confined to the fifty odd breakers cars in S.W. England. I decided to buy the oldest and most powerful vehicle still in good mechanical condition. Upon location this old Silver Ghost, I recognised it at once as being identical to that shown on the front cover of the Montague Motor Book - a book I had been given as a small boy by my parents who could never have anticipated the interest it would arouse.

Buying the car was just a hard business deal. The man swore the old Rolls was no earlier than 1920 and it was driven into his yard before the war, and that he could sell the brass and aluminium for 35 pounds. I said it was not half that much because it had been left to rust for 15 years, the engine was seized, the tyres were bald and in any case the wooden wheels were a sure sign it was older than he had made out. The truth of the matter was that 35 pounds was little more than I could afford - it only left 5 pounds to get tyres

A 1907 CAR FROM MANCHESTER

By Adrian Garrett - 1961



and everything needed before i would have my first motor car on the road. Reluctantly I wrote out a cheque for the full amount and arranged to tow it home the following weekend.

The next day I met an old Veteran car friend, Dick Barton and told him what I had done. In one sentence he informed me that I had paid far too much, that I was a fool, and that he would offer me double the price. Dic was to provide much encouragement and friendly advice during the months of hard work that followed.

We pumped up the tyres and not without further trouble towed the Rolls home, at considerable speed behind my fathers 16/80 Lagonda. Within an hour of getting the car into

the Engineering College, we had jumped on the starting handle to free the pistons, put Reddex in the cylinders, fuel in the tank and for the first time in 15 years of exposure to the English weather, she started on the magneto. The carburettor was in need of a complete overhaul but apart from this and a good clean and oiling no major mechanical work was needed. Not till after 5,000 miles of motoring did I completely strip everything down and then it was only to 'de-coke' and find why she was going so well.

RESTORATION

The body on the car at the time of purchase was an H.J. Mulliner torpedo tourer, which had been sawn off behind the front seat and all the timber of which had rotted. After much searching I purchased for six pounds from another scrap-yard, a double-phaeton body off a 1906 Gladiator. This was quite a lucky find and I took it home in the back of the Lagonda much to the astonishment of passing motorists. The whole of my next leave I spent searching the car breakers yards collecting lamps, horns, speedometer and most important of all - leather for the upholstery. I should explain that my enthusiasm was stronger than my bank account and new leather was far more costly. The solution was to buy for 12 pounds an old Minerva hearse from which I removed the leather and with some assistance of an old upholsterer transferred to the Gladiator body.

Fitting the body to the chassis had its problems. It was eight inches too short and five inches too narrow so with a large sea we cut it in half and thence in quarters, just behind the rear doors. In addition to some of the timber frame, all the steel panels in the body had to be replaced with aluminium. I discovered that curving sheet aluminium in two directions at the same time takes a little practice. New mudguards and running boards, a new aluminium dash and a bonnet with hundreds of copper rivets kept me occupied most evenings and weekends until August, 2nd, 1952, three and half months after buying, when we were ready for road trials.

My friends in the Navy helped with much of the hard work used to join me on weekend trips - 240 miles to London and back late Sunday night. I recall hazzards of rain and fog which never seemed to daunt us although we had a crew of five and two-wheel brakes. One one trip a policeman waved us down because we had no lights. He seemed quite surprised when I asked for a match and told him that the wind kept blowing them out.

A few months later we investigated the mechanical side and as mentioned earlier found very little wear. The engine had never been re-bored and did not need it. The bearings were tight and apart from a good clean and valve-grind the remaining work consisted of replacing a few missing components. On completion an average fuel consumption of 18 m.p.g. was once again obtained. During the valve grind operation I decided to remove the two 1/8th. inch thick decompression plates from under the cylinder blocks and thus increase the compression ratio to 3.1 to 1. I understand that the fuel available in Bengal was not good enough for such high-compression cars.



A 1907 CAR FROM MANCHESTER



Left: The double-phaeton body from a 1906 Gladiator recovered from a breaker's yard, **588 above** on its first run and **below** being carried home in the back of his father's 16/80 Lagonda - we all remember times like this when you had to be innovative due to lack of funds when much younger - and of course we would all today love to find a body like this in such wonderful shape. Having spent time with Adrian at his home in Keri Keri, in the Bay of Island in New Zealand this car today, some 67 years after acquiring it is in marvellous condition and in a wonderful example of an early Ghost. And of course Adrian has campaigned this car to rallies across the world many times.



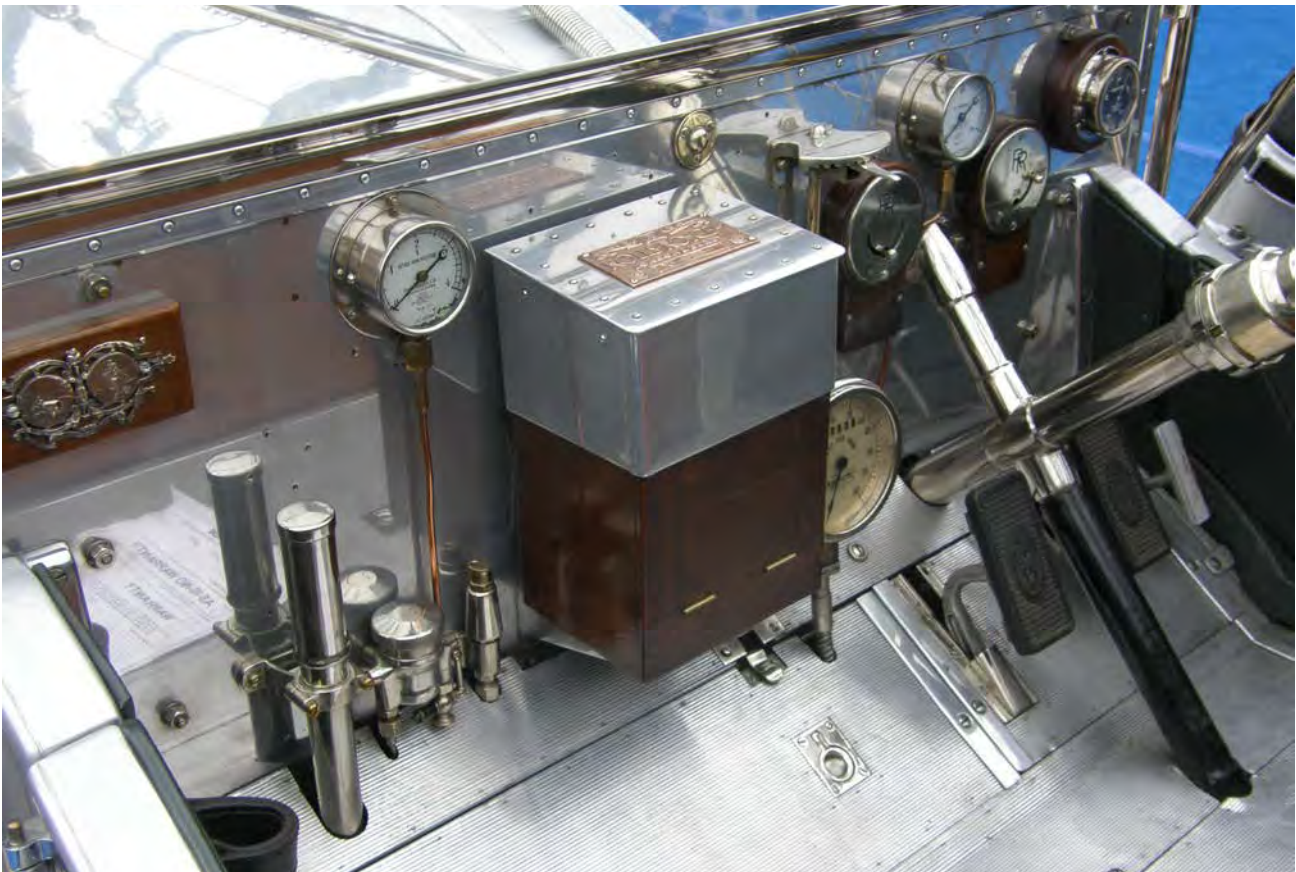
The early cars had a rather different four-speed H-shift format on their gear change with reverse a long way forward past first gear with 2nd and third gear beside each other with fourth gear forward ahead of third gear.



1909 40/50HP 1203 makes top price at R.M.Sotheby's Guyton Auction May 4



Above: One of just six **1909 40/50HP's** in existence - chassis **1203**, replica tourer by Willis in 1972, its fourth body. The original car with Hooper Limousine coachwork was dismantled in 1919 and the engine fitted to a boat. Found in 1946 on a scrap heap and engine re-instated. Note similarity of body to that by Willis on Lord Montagu's **1909 60939**. Sold at Gooding's Pebble Beach 2007 for US\$1,485,000 at the charity auction to Fred Guyton from Saint Louis, Missouri and sold at the R.M.Sotheby auction of his extensive collection on May 4 for US\$1,375,000 or nearly Aus\$2,000,000.



Golden Jubilee Rally of the Veteran Car Club of Great Britain June 2 to 7, 1980 - Edinburgh to London

The 1910 S.C.A.T, whilst only 3-litres and 15HP is relatively light compared to an equivalent English car and with good gearing able to cruise at a comfortable 80km/h on the open road. After I sold the car and several owners later it was involved in a fatal accident in the early 90's on the M5 Motorway out of Sydney - a young driver lent down to insert a cassette in his Holden and hit the S.C.A.T. on the drivers side rear wheel sending it into a central concrete barrier, sadly killing the driver. The car has once again been fully restored and is now painted blue, residing in Goulburn.



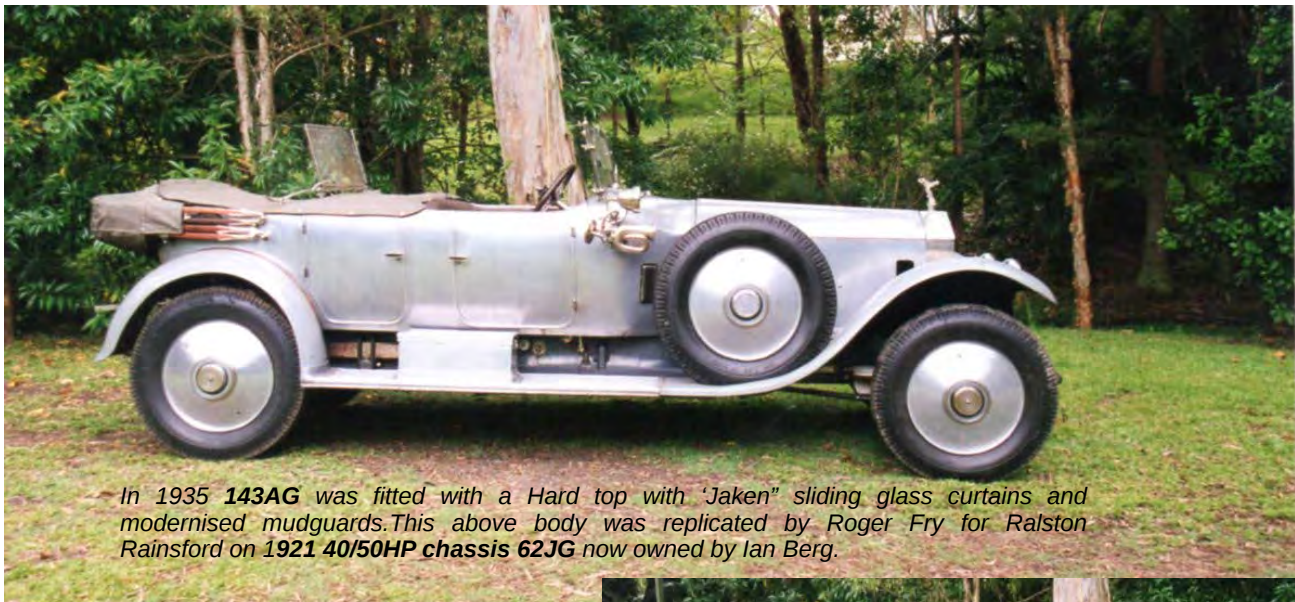
Above: A U.K rally by the oldest motoring club in the world celebrating its Golden Jubilee in 1980 seemed a good reason to enter my 1910 Italian S.C.A.T. Tourer after a 7 year restoration. As a 36 year old I arrived at the wharf in Sydney to load my car on the roll-on, roll-off ship only to be summoned to a meeting of wharf labourers having morning tea where I was informed that there were 18 labourers and my contribution to them if I was wanting to drive the car onto the ship myself was a \$10 donation per head. Just the sort of spirit we're used to from the Waterside Workers Federation. You can guess my reaction and after a heartfelt speech where I told them I was representing my country at a world class event they reluctantly allowed me to drive on as long as they had a representative accompany me in the passenger seat.



Above: Outside Lord Montagu's 13th. century Beaulieu Palace House, where we called after travelling 1,600 miles around the U.K after the Rally. After putting the S.C.A.T. on display at the National Motor Museum at Beaulieu we toured Europe in a modern car. After this meeting with Lord Montagu I brought his 1899 Daimler to Australia for exhibition followed by the Golden Arrow and Bluebird Land Speed Cars. **Left:** Travelling on the Rally with our 7 and 9 year old daughters and my mother as built-in baby sitter we were delighted to be awarded the Best Restoration and I subsequently received my award from Prince Michael at the historic Guild Hall in London. This rally led to me taking our oldest car the 1899 Shearer Steam Carriage on the 1988 London to Brighton Rally and our own 1903 Maxim 16HP in 1996 and 1997.

JOHN WAGSTAFF's HIDDEN GEMS

1921 143AG H.J. Mulliner Tourer and 1924 32LM Park Ward utility



*In 1935 **143AG** was fitted with a Hard top with 'Jaken' sliding glass curtains and modernised mudguards. This above body was replicated by Roger Fry for Ralston Rainsford on **1921 40/50HP chassis 62JG** now owned by Ian Berg.*

Above and Right: A well preserved original bodied Ghost on a short-wheelbase **143AG** was originally intended for Sir. Bernard Oppenheimer but sold to Mrs. Lizzie Hughes (later Telford) in Adelaide - delivered in London Sept.1921. Lizzie toured Europe with her chauffeur returning to South Australia in March 1922. On blocks from 1939 to 1957 it subsequently passed through four owners before being purchased by John Wagstaff in 1996.

Below: Starting life as a Park Ward Tourer **32LM**, was delivered new with its Stephan Grebel headlights, and fitted with four-wheel brakes in Jan. 1925 then converted into a utility by its third owner in 1950. Owned and restored by John Wagstaff since the 1990's. Fitted here with its own distinct Lalique mascot.



The good news is that John Wagstaff is campaigning the ute in the forthcoming Mid-Winter Tour to Nagambie, where it will once again visit Tahbilk wines - owners of this chassis from 1933 to 1937 when it was a Park Ward Tourer.

Like many Silver Ghosts converted late in life for more workmanlike duties - the design of the ute credited to Lewis Brandt a Ford designer at Geelong who developed the concept in 1934 based on a letter from a Farmer's wife asking for " a vehicle to go to Church in on a Sunday and which can carry our pigs to market on Mondays."

A TRIBUTE TO EMILY - David Davis's much loved 1922 20HP 42G1

*Few cars have given their owner so much joy as David Davis's 20HP 42G1. For as long as I can remember back to the early 1960's David's enthusiasm for this car has been captivating and along with ex-Pat John Fasal he has been one of the most ardent supporters of Henry Royce's small horsepower model. I remember seeing him work on this car outside his Greenway Apartment at Kirribilli and he has spent countless hours and money since on his beloved Emily over nearly a 60 year period. Jean has every reason to be highly jealous. I found the following article on **Emily** by David in the **Summer 1960-61 edition of the Rolls-Royce Owners Club of Australia Quarterly Magazine** and it traces its early days in David's hands. Having recently had dinner with David his enthusiasm for this car remains undiminished and he sets an example to all of us of how to gain the maximum enjoyment out of our hobby. And importantly, his knowledge and help to other Twenty owners along the way has inspired others to purchase and enjoy their car as well.*



"Emily was a rather unfortunate shape" - David Davis

Emily, when I first met her was a very forlorn Rolls-Royce. I gaily began to tell what some club members regard as a prodigious mileage, so trouble soon loomed. The generator had to be rewound several times and on one occasion the whole car was nearly lost due to electrical troubles, this resulted in a complete rewire.

The motor was burning oil and pulling poorly and Emily forced rehabilitation by shattering a piston. She was soon covering ground again, due to the offices of Mr. Ward at York Motors. He sadly shook his head when Emily - much battered - appeared out at the Waterloo Service Station again, after an absence of over 20 years. Mr. Ward took pity on Emily's latest friend and gave strong advice as to the chassis rebuild. It began with the magical chassis loosening up, for which the service station is renowned. I don't know what mysteries are wrought but it appears to put years of life back into the suspension of an old chassis. The restoration was completed with the steering being overhauled, the engine and brakes also being rehabilitated. Even though the car has had a chequered career, it had not done overmuch work.

Mr. Ward's stories of Emily started me investigating its history. I had been amazed earlier by the number of people who had stopped me and said that they had owned the car at some time. Here, owners would compete with the Smiths in the telephone directory. Emily was the first 20HP Rolls-Royce to be imported to Australia. As chassis 42G1 she was the seventeenth 20HP to go on test at Derby. The first, strangely, was 40G1 but the first 20HP to be despatched was 40G3, on 15th. September 1922. Emily was despatched on 19th. December, 1922.

On arrival she had no body but an attractive coupe was fitted and the car took to the road in early 1923. At first Emily was used to demonstrate her virtues and how many of her type she sold can be seen from the large number of early 20's in Australia. Colonel Arnott of biscuit fame became Emily's first owner and all his children and relatives learnt to drive in her. Instruction must have been haphazard in those days for by 1928 the agents had put in her third chassis and modernised her equipment to latest Rolls-Royce specifications. Smith and Waddington rebuilt the almost wrecked Coupe body into the present four seater. No doubt, for 1928 the shape was way ahead of its time, but now, even polite people silently shake their heads, Emily has rather an unfortunate shape.

A TRIBUTE TO EMILY - David Davis's much loved 1922 20HP 42G1

After the Arnotts sold the car she seems to have changed hands like a coin. All I can hope to recall here are some of the owners I have met or heard of. One stopped me on the Hume Highway whilst running the engine in after its rebuild - imagine it, running in after 38 years. This chap said he wanted to try and beat Mrs. Brown in her Phantom 1 around the Redex Trial but expert advice told that the wheels would not carry the car, no wonder, when I got it I used to wonder if the rims were part of the tyres, they used to flex so much. In three months I recall spending 20 pounds on tubes. Mr Ward soon had the puncture problem solved once he got his hands on the car.

On my way to Melbourne in Emily last year, a fellow stopped me at Albury to recall Paul Samuel's ownership and the time when Emily transported pyjama clad and top hatted gentlemen to the opening night of *The Pyjama Game*. Paul rescued the car from the long grass in a back yard. He had much use out of it and sold it for a profit to a charity, which raffled it. I believe a bewildered old lady won her doubtful prize and quickly got rid of it.

The next owner for any length of time was a Rushcutter's Bay boatbuilder, evidently keen on fishing. On first obtaining the car, I remember finding a line complete with sinker and fish - in the tool box. If you dig deep enough in the tool box to this day you can still unloose the aroma of fish. That brings the story up till my ownership. Judging by the work I have done to the car, I would say I have saved it from the hungry junk heap. During my tenure Emily has covered about 20,000 miles and that mileage has not been dull.

The first week I had it, saw me on a gravel road outside Queanbeyan travelling too fast over a crest into an esse bend. I anticipated hitting a tree, but Emily would have none of it and performed, in sports car fashion. four beautiful drifts. The next incident was the broken piston episode which entailed a 15 mile tow to Goulburn, and when we reached there, half a mile of spectators followed. I being a student, Emily had offer run out of petrol. One occasion saw girlfriend and I pushing her down the drive of Government House, Canberra where my girlfriend lives. Must be there first R-R to be pushed into Gov't. House. Many a tourist was startled to see the battered old car go into those gates.

The last Wagga run, as everyone knows, saw Emily throw her occupants out into the cold and the train just because of a disconnected throttle linkage we could not find. On the trip home we tracked the problem down run 10 minutes. Still it had it's compensations for I would not have had such a long ride in Mr. Green's Dawn or Mrs' Green's Silver Ghost *Regina* - nor the ride in the train.

Little did I know of the history and character of Emily when I bought her. Unfortunately the body is slowly falling apart but by the time she needs a face lift I should be in a position to treat her to something dashing. Do you know of any boat-tailed 20HP roadsters in Australia? I don't - yet.



Far from a boat-tailed roadster - David's nicely executed Tourer built for him by Diskon and Molyneaux coach builders in Sydney.

SOME THOUGHTS ON NATIONAL TOURS

By David Forward

Let me first be poetic. I feel as if these truly wonderful tours are a slice of pure heaven, and our lovely organisers so many angels allowing us into the Paradise Garden for our all too few days of bliss. Touring in old Rolls-Royces, meeting old friends, enjoying wild scenery and grand houses: this is as near to heaven as this infidel is ever likely to get. Beauty everywhere: so much to see and do. Bracing walks, interesting drives, old buildings, lovely gardens and of course fascination of discovering antique shops in small towns. As in museums, I tend to find that it is the unlikely things that absorb and catch the attention.

Perhaps behind all this beauty and history is a hint of the more leisurely life that we all once enjoyed. Our childhoods were, for all our important activity, more full of make-belief than of the mundane, more full of dreaming than of doing. Holidays should recapture something of this. Historians will see our modern age, on the contrary, as an oddity, where we must be so driven and busy that we are robbed of leisure, reflection and the chance to catch up with ourselves. When I grew up, adults did not live at this frantic pace any more than children did. A simple example: The Sunday drive in the family car. Another is everyone reading books in the evenings and spending Saturday afternoons in the garden. There was simplicity in our lives.

Our Rolls-Royces are of those simpler times. They need preparation before setting out, and care after they return, They



travel at slower speeds, where one can appreciate the scenery better, and arrive at one's destination relaxed and refreshed, not tense and hyperactive. What do fast drivers in modern cars do with the seconds they save at such personal cost, and at such a national road toll cost? They have to spend more time recovering from the tension of their fast journey than we take over our slower one. Our Rolls-Royces, however, from the heaviest to the lightest, from Twenty to Phantom, were above all designed to be driven in supreme comfort, silence and ease, mostly at quite modest speeds, even though they could go a lot faster.

Therefore I think our tours should remain, as they mostly are, leisurely affairs. They are best when the emphasis is on the pleasures of relaxed driving, not hurrying to fill the days with so much that we become breathless trying to keep up, and at Tour's end cannot remember all we did. We come on Tours to get away from all this. The days are best when they are not over-

filled with too many miles. *What did we do today? Did we get lots done? No, but we unwound a little, and were very happy just driving along quiet roads.*

However, for those of us with more powerful cars there are times when we also need to let them stretch their legs for a bit. When scheduling daily runs, therefore, it may be usual to add some interesting detours for those with such cars. *Detour L at intersection through Grand Hill for a challenging climb on a winding road, rejoining route L at township T-Junction; otherwise KSO to township.* After such a testing deviation we will be more amenable to the quieter driving of the rest of the schedule. At the day's end, where we dine and sleep is important, but here again beauty and simplicity can be more interesting than super-luxury. We really do ourselves very well, and some luxury is a delight, but full-on luxury might make us jaded. There are always going to be occasions where we cannot all be fitted into super-rooms and must take our turn in B-Class ones. Perhaps if we did not have these occasional "rough-it-a little" nights we might begin to act as if we were spoilt children and make complaints. I don't imagine that this would help our hard-working organisers very much.

Finally, as lovers of old Rolls-Royces, we should be careful that one of the most important features of our Tours is not to be forgotten – an hour or two spare at the end of the day's driving to stand around talking technical matter over open bonnets, or having the chance to try one another's cars for a few minutes. There are also things to attend to – oiling, cleaning, adjusting – the sort of things chauffeurs once did. If the tour is more than 500 miles, or cars have travelled interstate to reach the tour, then Ghost owners at least must have time and place – (not muddy ground – preferably grass) to carry out essential lubrication. One also picks up really valuable information and hints from fellow owners at these informal times: they are important, and not to be squeezed out by schedules that scarcely leave time to get ready for dinner after arriving. Nonetheless, there will have to be the occasional long day, at the end of which the luxury of a drink and a shower is bliss. Before, during and after the Tours, the most important people of all are our organisers, who give so much for us, and need our help, co-operation, thanks – and feedback on their creative ideas. Our Club is rich in organising talent and generosity; long may our grateful responses encourage our leaders to keep dreaming up such marvellous Tours

Bruce Humphries 1939 Wraith WHC36 Hooper Saloon



Purchased by Bruce last year from Peter Willcox this 1939 25/30HP Wraith WHC36 now has a new livery captured here by the Editor sans its wheels discs, rear spats and bumper overrides. One of eleven Wraith's now known in Australia, four more than arrived here before or just after the war - war interrupting production of this model and just 492 were built.

WHC36 as in Peter Willcox's ownership

WHC36 was imported some years ago from the U.S. by W.A. member Nathan Clements. The Wraith engine left is not as detailed as the 20/25, Phantom 11 and Phantom 111.

A story by John Oliver from the "Tatler" 1939:

Two contrasting sets of circumstances reveal the special qualities of the new 25/30HP Wrath; the first is where the driver has nowhere to and any amount of time in which to go there, and the second is when he has somewhere to go and very little time in which to go there. In fact drifting and driving are each in their manner evocative of the easy equilibrium of this fine piece of machinery. The car responds with this same authority when it is being allowed to wander gently along a country lane and when it is fully extended on a Continental highway.

On taking the wheel of the new Wraith I noticed at first only two differences from the models which had earlier attracted my appreciation; the absence of a hand ignition control - advance and retard being now fully automatic - and the location of the hand brake, low down at the right side, where it allows free access to the driving seat. But directly I moved away and turned down a cobbled street with a surface remarkable for its unevenness, the advantages of the independent front suspension became apparent. The car absorbs bumps more completely and calmly even than its predecessor and the steering wheel reflects no flick to the hands.

The steering indeed is delightful and as it is through the steering wheel that the driver is in closest communication with his vehicle this quality must be looked upon as important. After the steering there is the gear changing. In this model a synchromesh second speed has been added to the synchromesh third and top. And the tremor-free lever slides in so easily that second is an enticing gear to use when, after slowing down, the drive wants to put the car into its stride again with the least possible delay.

The servo and brake unit layout has been re-designed throughout and now gives much more powerful braking with less pedal pressure. The car can be brought down from 80 mph to a standstill with an even holding action most attractive to experience. Back seat comfort is ministered to in this mores by the suspension with it independent front mounting, by the riding control, by the lowered garden shaft and by the increase in chassis size which has made greater body space permissible.

If I seek to sum out my expressions of this new 25/30-HP Rolls-Royce "Wraith", I can find nothing more exact or appreciative to say than that it is at once an improvement upon earlier models and a worthy successor to them.

1912 40/50HP 1884 with replica Mulliners of Birmingham Tourer body



1912 40/50HP 1884 with replica Mulliners of Birmingham body outside the Royal Automobile Club in London. The 10th. underslung chassis constructed and superbly restored in its current state by William Connor from Reno, Nevada in the 90's but in recent years its ownership is unknown. Delivered first to an owner in London and in Sydney by 1914 right, and used to carry the Prince of Wales in Canberra during the Royal Tour of Australia in 1920, below. Note changes to mudguards by this time, louvres added to bonnet and the lack of any body moulding.



1884 is one of three underslung 40/50HP L to E chassis to come to Australia of the 14 built to this specification. By 1926 its fourth owner Steve Stuart of Stuart Bros. bulding company would have the body covered in fabric but by 1936 it was fitted with a large saloon body by local coachbuilder Diskon and Molyneaux. It also gained larger brake drums and later dual brake system, non R-R radiator shutters and had its gear lever moved to the central position. Car was eventually involved in crash, the wreck eventually coming into the hands of Faris Palfreyman in 1966 in part exchange for his Phantom 11 **104MS**. Then passed to his grandson Achalen Holmes who commissioned Robert McDermott to commence restoration however it would be sold to the U.K. before completion.

An account of the 1914 Austrian Alpine Trial

Extracts from 'The Autocar' published on 27th June and July 4 and 18, 1914.

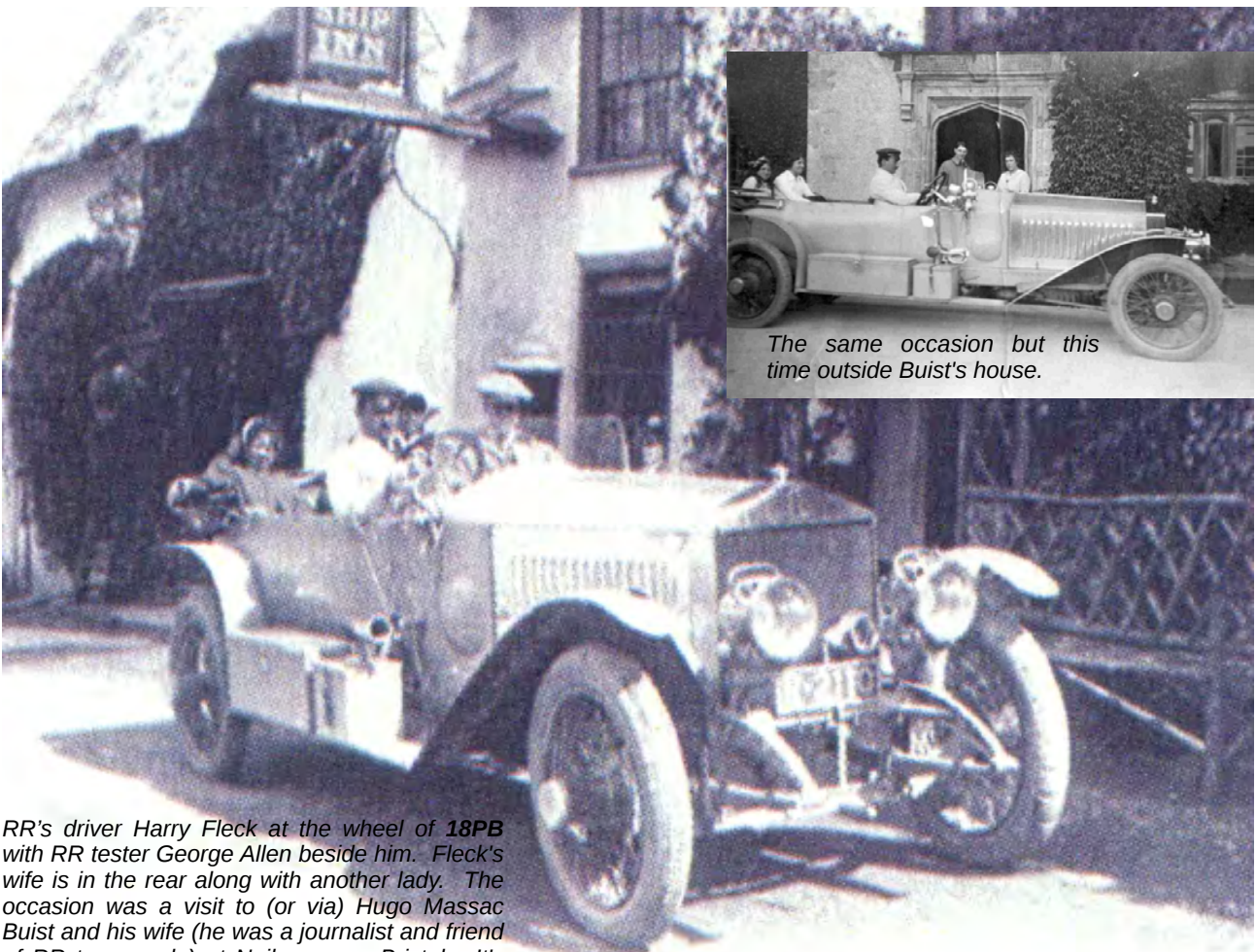
"The unlocking of the bonnet broke a line of dust, and the aspect of the engine within, covered as it was with dust, grit and dead flies, was fearful to behold. Indeed, the engine had been missing somewhat on the drive from the garage and uniformity was not recovered until the drive caked dust had been wiped from the insulation of the sparking plugs."

The car was a Continental 40-50 Rolls-Royce Silver Ghost, (18PB) privately owned and driven by James Radley in the just finished Alpine Trial of 1914 and immediately re-purchased by Rolls-Royce Ltd. It was being given a demonstration run with Radley driving for the "The Autocar". from London to Coventry and back, when the bonnet was first unsealed since the Trial had begun in Vienna on Sunday June 14th.

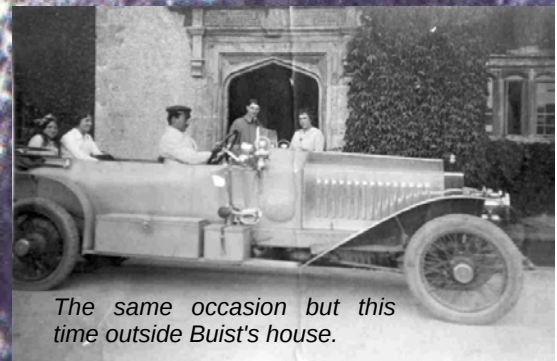
The state of the car is in some ways as significant as its effort in the Trial just before. 'It was very hard to realise purred 'The Autocar'. 'That this beautifully running car... had come through 1,800 mile Alpine competition in the hands of Radley, besides having done some 2,000 miles in addition.... Radley does not spare the car in the least. His driving in the Alpine test was evidence of this, and after a test of this kind, one would expect the running of a car to be somewhat spoiled till it had been carefully tended and adjusted. Yet...this Rolls-Royce without adjustment or cleaning or attention of any kind was running perfectly.

There was no sign of pinking or incident knock; one could not hear the valve gear at all; there was not even one noisy tappet out of the twelve; one could accelerate rapidly, almost brutally, without a jar.... There were no cracks or groans about the chassis of any kind, while the brakes were as smooth and as powerful as ever..."

James Radley "the brilliant amateur" (to quote Clutton and Standford) has driven a London to Edinburgh model in the 1912 Trial; this was the occasion of the failure to ascend the 1:4 Katschburg section until unloaded of passengers. In the 1913 Trial, he drove one of four 'Continental' models entered, these; had altered gear and compression ratios, greater radiator capacity, a four-speed gearbox and cantilever rear springs, embodied in the orthodox 'Silver Ghost' 40/50HP construction. Three were official company entered - Radley entered privately. The course had been 1,654 miles and the Rolls-Royce performance became a highlight of that company's achievements. No other British cars, incidentally, had competed.



RR's driver Harry Fleck at the wheel of 18PB with RR tester George Allen beside him. Fleck's wife is in the rear along with another lady. The occasion was a visit to (or via) Hugo Massac Buist and his wife (he was a journalist and friend of RR top people) at Nailsea near Bristol. It's proof of RR's involvement in setting the car up even though Radley's entry was private.



The same occasion but this time outside Buist's house.

An account of the 1914 Austrian Alpine Trial

Extracts from 'The Autocar' published on 27th June and July 4 and 18, 1914.



*James Radley at the wheel of his **1914 40/50HP 18PB** Portholme Tourer in Vienna before the start of the Trial.*

The 1914 Austrian Alpine Trial began in Vienna, with 75 actual competitors on a slightly altered and longer route than the previous years. The R-R Continental was the fourth largest in capacity, the largest being two Benz's of 10,080cc, and the smallest, a Singer, of 1096cc.

This time there were other British cars with characteristic names to match; Sir Everard Duncombe (Wolseley), Tinsley Waterhouse (Vauxhall), H. Austin (Austin), Sir W.B. Armstrong-Whitworth (Armstrong-Whitworth) and Singer, not surprisingly, on a Singer.



*C.L. Freestone at the wheel of **1914 40/50HP skiff 2EB***

The Autocar reporter travelled on a magnificent Labourdette skiff-bodied Rolls-Royce **2EB**, another Continental, with flared wings and rakish outline. "I have never seen anything so arduous", wrote Charles Freeston from the Autocar (who had also reported on the 1913 Trial) "The season had been late this year, and heavy rain had been falling for a long period right to the day of the trial. Now the first day's route was a bad route; for the major portion of the appointed 258 miles (Vienna to Klagenfurt) it was diverted from main roads along local by-

roads, normally vile, but, owing to the rains, almost impassible and such mud as had collected I have never seen in any country or at any time..... rain fell nearly the whole day with occasional thunder and lightning into the bargain.."

Numerous passes were encountered here, with such gradients as 1 : 5 and almost 1 : 4. In fact almost every day's hop had at least one notorious and talked-about obstacle. In this first case, it was a pass called "The Pack", which was a veritable sea of mud. One charged through billions of it, rising high above the gullies, and the spectacle was about the most extraordinary that could be imagined. At one point some split pine logs had been laid down, and the remedy was worse than the disease, for the flat and polished faces of the logs were uppermost, and studded tyres simply spun around thereon and



*Replica skiff on **1914 23UB** at Pebble Beach 2004.*

An account of the 1914 Austrian Alpine Trial

Extracts from 'The Autocar' published on 27th June and July 4 and 18, 1914.



Rolls-Royce test department's H.A. 'Tubby' Ward on 18PB - the body, by Radley's own company Portholme was designed for lightness with no doors and no under-chassis braces, lightweight mudguards with canvas valances to protect the driver from mud and stones and rubber bump protectors over the front springs.

Left: Car still retains the sealed filler cap which was a requirement of the Alpine Rally regulations

to get a grip especially as the gradient was about 1 : 4. Several cars had to be pushed over the obstacles - not for lack of power, but from sheer inability to get a foothold.

The weather remained foul, "...with the accompaniment of loud rolls of thunder and lightning almost playing around the bonnet. Mr. Radley made a marvellous journey and arrived at 3.20, but even after seven o'clock competitors were still coming in, in fact, such late finishers were never known before.

The first day's experience must have aroused forebodings in even the inscrutable hearts. Several cars had already suffered mishaps. The Singer had thoughtlessly run out of petrol "in a remote spot" (with 21/2 hours wait for more); a flare-up was reported on Count von Thus und Habenstein's Benz (not a Prussian temper, but) of petrol in the carburettor; and amongst others the Chevrolet also gave up...."

Because of the bitterly cold nights, "Mr. Radley had a tight-fitting nightcap for his R-R of leather lined with asbestos, and the engine started next morning with a quarter turn. A great cloud of dust flew out from the louvres, sucked in from the radiator which was plastered with mud."

The next day's lap - Klagenfurt to Trieste (Mon.June 15) was 251 miles, and it was here that Radley overshot a turn-off, "as the flag-waver had not arrived for his morning's work". He had then to cover an extra 55 miles and did the 306 miles in 10 hours 25 mins. much of it over snaky roads and with the constant worry of running out of petrol.

At Trieste the competitors rested for a gloriously fine day - "The scene on the racecourse was one of much brilliance and animation, a large number of fashionable spectators being present...."On this same journey extraordinary things had been happening to a Darracq driver, Mr. George, who, through a last minute accident to the original driver of the car"... was telegraphed for from England, and only arrived just in time to start at Vienna, knowing nothing about the trial route.

An account of the 1914 Austrian Alpine Trial

Extracts from 'The Autocar' published on 27th June and July 4 and 18, 1914.



"Mr. Radley had a tight-fitting nightcap for his R-R of leather lined with asbestos and the engine started next morning with a quarter turn." Freestone from the Autocar.

The Darracq was in a shocking condition, and by the second day its clutch had to be disengaged by means of a strap, operated by the mechanic; the gears did not mesh...while the footbrake was out of action, one half having dropped off..." Mr. Freeston, with characteristically Edwardian precision, observed that "it was impossible not to entertain fears as to its eventualities;" but Mr. George, with characteristically British something, "was determined to continue the trial."

In the next section (June 17) from Trieste to Toblach (248 miles), The Loibl Pass seems to have been the bogey for that particular lap. "It is the inside banking of the Loibl corners that is so unique and awful; one rises to the hairpin corner confidently enough, when the car is half-way round, one seeks to be faced by a veritable rampart, and the sensation is almost akin to that of climbing a wall."

A photograph of the Pass, looking down, is shown beside the account of Radley's ascent of this magnificent mountain. The view is breathtaking. The heady fresh air undoubtedly prompted Freeston into a piece of rapturous prose: "Just on the stroke of nine I heard the petard of an ascending car, then a few punts and dead stop. Immediately afterwards there came an engine note which sounded liked Radley's. followed by a vigorous 'klaxoning' At once I scented trouble, and rushed down to a point which commanded a view of the ascending road. With a powerful binocular I saw, about a thousand feet below, the grey Rolls-Royce at a standstill behind a stranded sumpter wagon which was carrying tyres and spares for the Austro-Daimler teams. It was drawn across the road right in front of Radley's car."

"In frantic tones which echoed from hill to hill. and were audible right up the valley, Radley yelled to the driver of the way to get out of the way, and backed his car for 20 yards to allow him to manouvre, but had to wait two to three minutes before he could get going. He had already been blocked once lower down by a private car, so that his record was completely spoiled; otherwise he would certainly have beaten his amazing performance of last year. I ran back,,,,,, where I had fixed my camera, and snapped Radley as he passed. He swished round the steep road almost as if he were at Brooklands."

Along with mention of other competitors' adventures, "the excellence of the organisation, the politeness of the peasantry, and the beauty and charm of the women who throw flowers until the car can hold no more", Freeston voiced the general criticism of having a sealed bonnet, when observers were any case being carried. He felt this should be relaxed for minor irritations, such as the replacement and cleaning of sparking plugs, "a disability against which no driver or maker can guard himself."

The next day - Toblach to Bozen (202 miles) - began along 'beautifully engineered passes..... with gradients never exceeding eight percent (i.e. 1 in 12 1/2) over cement like surfaces.....'; but the advent of a landslide later put half the remaining field in great trouble.

An account of the 1914 Austrian Alpine Trial

Extracts from 'The Autocar' published on 27th June and July 4 and 18, 1914.

Radley had made effortless progress, but Mrs Boston's Cadillac left the road violently and hung poised over a vast chasm, held by a stone. "a touch would have sent it hurtling..... but an inch is as good as a mile and all were saved.... of course, everybody concerned was warmly congratulated in the evening and none more so than the lady herself, but, "carefully added Freeston, " the mind reels at the picture of the averted consequences....."

"Dr. Bleichbroeder's Minerva-Knight had had its carburettor ablaze..... and afterwards all of its high tension wiring went up in a second flare-up."

On the Rozen to Innsbruch stretch (212 miles) on June 19, Freeston wrote; "i can say nothing more of the English cars than that Radley's Rolls-Royce has been the first in on each day except when he lost his way in Trieste....." He added that all the British cars were doing well, ' The Austin being equally pointless....." One assumes this last word merely meant that it had lost no points; " The only other incident of the day..... is that Dr. Bleichbroeder had another flare-up".

At the Innsbruch stop, where there was a day of rest (June 19), the well-known Radley 'incident' occurred; It was rumoured all over the hotel Tyrol that Radley had gone off on the Rolls-Royce skiff for an evening jaunt up the Stelvio. As a matter of fact, he had embarked upon something much more ambitious. Ever since the trial began people have been talking with bated breath of the Turracherhohe, a pass which no car had ever been up until the trial route was announced and two or three competitors sampled in advance.

Their reports were to the effect that no car could possibly get up it on a wet day, so steep is the gradient and so bad is the surface. Radley was anxious, therefore, and came to me to ask for the loan of the skiff, as his own car, of course, was parked. The journey on which he set off about five o'clock (June 19) was one of about 600 kilometres there and back, and now I am awaiting his return with anxiety. I hear that he was seen with a couple of gendarmes on board. Was he giving them a lift, or what?"

Saturday (June 20) and our journalist friends are agog with wonder as to the whereabouts of James Radley and their own private Rolls-Royce "skiff" which he'd borrowed. The concern was excusable; it was their car and they were fuming at the notion of missing some off the trial through its late return; they were furthermore not consoled by its lack of lights (through generation failure) especially "since we did not suppose that its was being driven at a snail's pace or was especially immune from the risks of road travel"; and the rumours they'd just heard of its storming the Brenner Pass with two gendarmes aboard gave them an un-conscionable fear of those gentlemen.

In fact Freestone and his friends spent that Saturday in something of a turmoil of hoping and consoling each other. "We waited on the pavement till long after dinner, and eventually went to bed in the hope of finding the car waiting outside the hotel at 4am. which was the hour at which we had agreed to start."

And so it was "One can picture that bleak company , edging about on a blank spectacle of seeing the town methodically retiring for the night, with no amount of straining and peering bringing there Rolls-Royce any nearer.



An account of the 1914 Austrian Alpine Trial

Extracts from 'The Autocar' published on 27th June and July 4 and 18, 1914.

Radley had of course performed a feat of some excitement. Since his departure on the Friday evening he'd slept for only a few hours (when lack of lights made travel in-convenient), and continued at 5.30am. on the Saturday to cover "the stiffest portion of the whole contest" - a distance of 480 miles - in a travelling time of 19 hours 20 mins. on the road. Having seen the remaining terrors of the trial - one of them "not so bad (The Turrachehohe), another one, "a corker" (Radenthein Hill) - he came down debonairly as ever as we left Innsbruch at 4am. for the Tavern Katschberg journey." The gendarmes, incidentally, had merely been given a lift over the Brenner (which he'd descended "in inky darkness after 10 o'clock.")

The trip to the Tavern pass was relatively uneventful, though the Pass itself was 1:4.3 at the steepest part - quite a haul. However, the next Pass, the Katschberg, had been determined by then officials as the formal safeguard against abnormally low gears; competitors had to ascend in a given time (according to cylinder capacity), telephones being installed to "clock" the cars on their climb.

The steepest gradient here was 1 in 3.6 - a sturdy challenge to the bravest. "At 12.40 Radley came up like a bird amid the cheers the Englishmen in the crowd." He was allowed 11 minutes 45 secs. but did it in 7 mins. 16 secs. The other English cars also ascended within their limits, except the Singer which had sparking plug trouble lower down.

Great excitement, and the keenest discrimination, were displayed by the crowd of spectators, : as car after car came up it was always a problem whether those which were pulsating slowly were at their last gasp or have accelerative power in hand for the final pinch and waiting for the rising note or otherwise was the chief interest of the scene. Of course, some drivers approached all out with a fast running engine and the question then began whether it would die down before the top or not..."Its not difficult to visualise the philosophical natives observing this grim battle with matter-of-fact drollery, and the English spectators tussah-ing the Silver Ghost with controlled abandon. When Frau Hauswaldt topped the crest she indulged in somewhat more gallery play with repeated arm-waving, that was altogether agreeable to contemplate...."

The No.9 Cadillac (5,960cc.) had to chase a Puch (3,560cc.) all the way up the final rise, being faster than the car in front, but not quite fast enough to be able to rush by. A moving sight must have been no.15 - Praga (a modest 3,820cc.) - which required four attempts to transport its 201/2 stone driver to the top without assistance,



I'm always amazed at how debonair James Radley always appeared even in trial pictures - always sporting a suit and collar and tie while driving in the trials despite the foul weather.



On the ninth day - June 22 "came the day of days writes Freeston. This slightly incredible 'knock-out section, beginning at the dreaded Turracherhohe Pass (which Radley had already explored in the "skiff") retains its horror and freshness best if Freeston's own words (in rather large chunks, I admit) are kept; Straightaway from Villach we plunged into a narrow lane leading past two lakes and full of ruts and grease, over which we bumped and skated. Then at Radenthein we came across two chain horses in readiness, and found ourselves climbing and activity of one foot rise in three on a slippery surface and between banks that almost scrapped the wings. We got up it safely enough, but it was touch and go where adhesion was concerned, and had given Radley, in fact, an anxious moment the day before.... Many cars would fail to ascent in dry weather but on grease it would be no disgrace for even the best to be stalled with spinning wheels. Anything more lurid than the ascent I have never dreamed of in my wildest nightmares. Deep gullies spanned the road every few yards..... and the pass road to 5,783 feet from 3542 feet. Owing to the deep caniveave (or ruts) the driver's could not take the rise at their best speed, especially if the flywheel or gear box was too low, but in any case the bumping was something too horrible for words."

An account of the 1914 Austrian Alpine Trial

Extracts from 'The Autocar' published on 27th June and July 4 and 18, 1914.

"The rear passengers on every car were forced to hang their whole weight on what-ever they could clutch to avoid broken spines. If the road had been open in character and the cars could have been kept in view throughout, their upward progress must have seemed as ludicrously gymnastic to the spectators as it was painful for the passengers... Near the top the road was so narrow that one could hardly point one's camera without danger of being bowled over. "Every car which stuck either on the hill outside Randenthein or in the pass, made it impossible for those immediately behind to do themselves justice, and as a result there was plenty of work for the horses, and everyone was breathing maledictions on the man who discovered this awful route, which proved a trump card for the committee as a "knock-out."

This piece of frightfulness being overcome, the remainder of the trip to Vienna seems almost tame; this is, apart from a sudden violent tornado at Salzburg which swept away unfastened bonnet aprons and competitors position numbers and blinded everyone with grit; and the carrying away of a bridge by the swollen river; or the near strike by lighting of a Singer driver, who thus bent an axle on a road bank and straightened it over a cottage fire after a few hours heating; or again, the same driver's near escape in almost driving over a non-existent bridge into a flood.

"Hat's off to a display of true British pluck:" wrote Freeston. " There are manufacturers in plenty who are afraid to enter the Alpine Trial, and legions of tourists too timorous to essay even the easy gradients and sand papered surfaces of the modern passes; but an honorable minority comes forward and redeems the race from the charge of decadence." Rather an unsubtle statement, but also rather endearing.

The final event was a times speed trial of 3 miles, about 130 miles from Vienna, the finishing point. Radley arrived first at the start (near Wels) and busied himself in getting ready for the time test. Over the rear portion of the car he placed a cover with two holes which fitted over the heads of his fellow passengers and observer and a very comical picture they presented - as though buried to their necks in the ground. Radley began his flying start on the 2nd gear and had just changed on to 4th. when he reached the streamer at the timed start of the 3 mile stretch, allowed 2 mins. 55 3/5 secs. he did it in 2 mins.43 3/5 secs.... an average of 68.9 mph.

Freeston and company followed on their 40/50HP "skiff" - a standard touring model, in full touring trim with luggage, and did 73 mph. on the speedometer (though the run was an unofficial one.)

Both Rolls-Royces, the one a competitor, the other a spectator, were the first into Vienna at the end of the exhausting Alpine contest. Radley's car emerged unscathed from the final examination for condition after the trial, though he drove solely for the glory of being first each day, and made by the fastest times on the Kaatchberb Pass and on the flat. *"The car itself was supreme and its performance might be classed with the finest ever achieved by an English built car."*



Steve Littin from Huntsburg, Ohio showed 1914 40/50HP 18PB with a superb replica of its Alpine Trial body at the 2014 Pebble Beach Concours d'Elegance where it scored a Class Trophy. The engine is considerably uprated as determined by the original chassis cards and runs only one muffler for better breathing. Built extremely light with no under chassis stays the body minus doors to add strength while it spent over 230 miles in the test department at Rolls-Royce making sure every ounce of power could be extracted - the chassis cards show the compression pressure at 78 pounds, a lot higher than the standard 55 pounds.

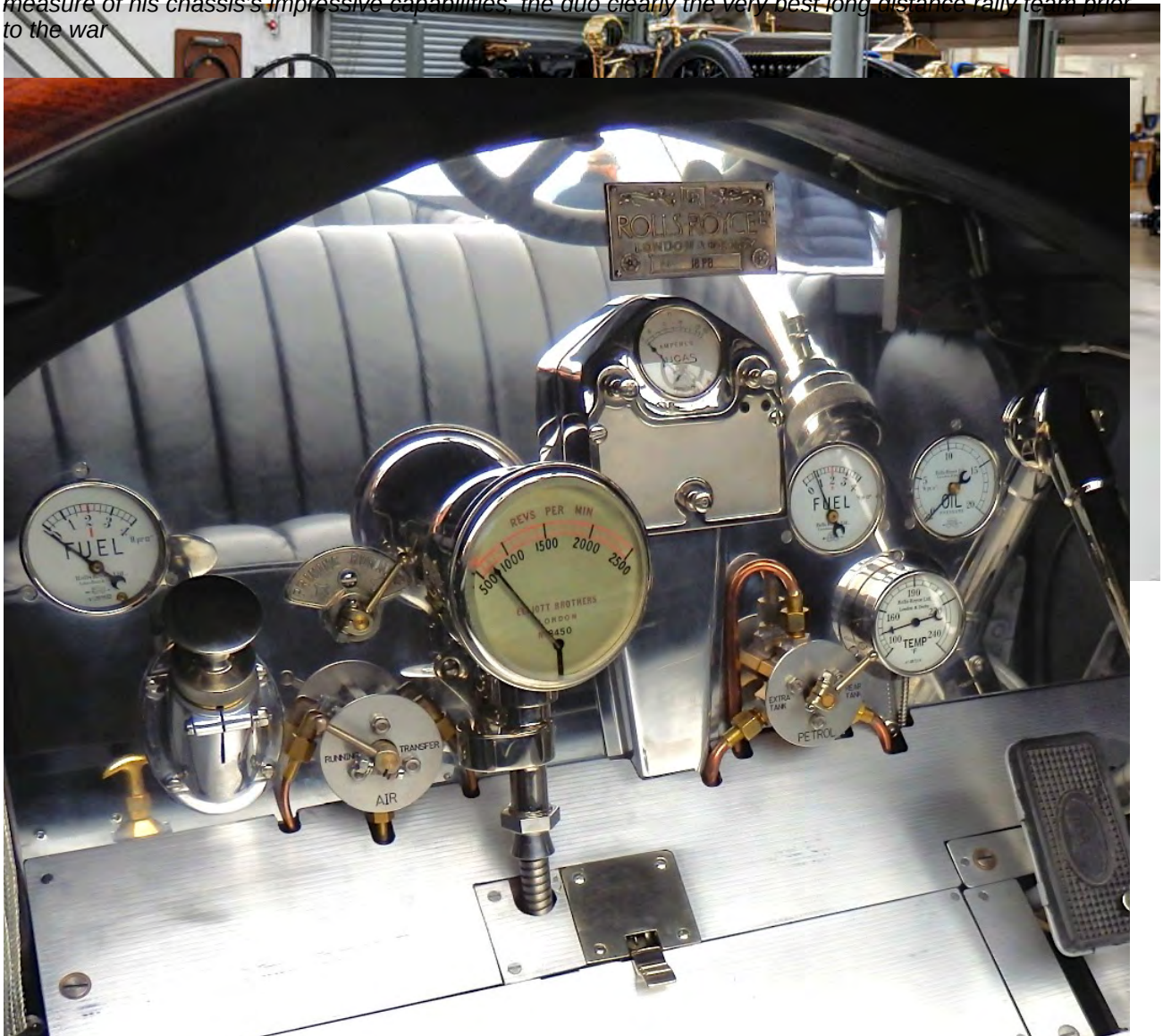
An account of the 1914 Austrian Alpine Trial

Extracts from 'The Autocar' published on 27th June and July 4 and 18, 1914.

Sixteen cars emerged without penalties under any heading at all (e.g. an involuntary stop, exceeding the one minute allowed for starting up, breaking the bonnet seal even if no repair were made, taking in petrol or water during the day's run, stopping on a hill climb, and exceeding the stipulated time on the speed trial).

The bulk of these successful cars were of 31/2 to 3 litres capacity, an interesting point, as Rolls-Royce enthusiast may overlook the extraordinary fine achievements of many other competitors; it was not a Rolls-Royce 'slaughter', yet the Rolls-Royce was the only high powered car to emerge point free, and the contemporary picture of it churning into the flying speed trials can only stir our devotion more. ENDS

Editor: Whilst we may be in awe at the superb performance of the 40/50HP chassis in this 1914 Alpine Trial, and that of the cars the year before, we should not overlook the remarkable driving capabilities of James Radley, An incredible endurance driver he single-handedly put the Silver Ghost on the world stage with enormous skill and ability. Any experienced 40/50HP driver today would surely suggest given the road and weather conditions that just one day behind the wheel during this 1914 Trial would be an enormous endurance feat, let alone doing it over and over a ———— period. By any measure Radley had the measure of his chassis's impressive capabilities, the duo clearly the very best long distance rally team prior to the war



To allow Radley to cover the long distances with no concern for petrol shortages **18PB** was fitted with an auxiliary fuel tank located under the rear floor on the driver's side - hence the two pressure taps and dual fuel gauges on the dash. Note the Elliott rev counter calibrated to 2500 rpm and the fitment of a priming tap lever to enable the car to be started without opening the bonnet. Also the fitment of a temperature gauge, With just one rear muffler this car sounds seriously powerful to a standard 40/50HP.

1914 40/50HP 18PB replica Portholme Trials car Steve Littin, Ohio, USA

How this historically important Silver Ghost was found

Steve's recollection is "I was called one day by my brother Roger's truck driver (from his F2000 race car team) asking me if Rolls-Royce ever made tractors".

As the story goes, Brian's (the truck driver) grandfather had died. When sorting the estate, an old Rolls-Royce tractor/farm truck was found in an old barn on the farm. After much discussion via telephone, it was determined to be a RH drive Silver Ghost with front brakes, fitted with a Mack Truck radiator and dual rear wheels. Brian was told where to find the chassis and engine number and called back the following day with the information. The numbers were **18PB**.

Steve raced upstairs and opened the Edwardian Ghost Book (Goodman/Fasal) and damn near fell off the chair at what he had found. He picked the phone up, rang Brian back immediately, hand's sweating, and asked how much do you want for it and who else have you told? After a brief discussion, his travel bag was packed, borrowed a truck and trailer, gassed up and off to Connecticut he went.

Six hundred miles later, a price was negotiated. Brian's father was stunned that it was worth that much as he considered it scrap metal. Brian said, "If you think it's worth more, you tell me it's worth more!" The agreed price was every penny Steve had at the time and the deal was made.

Since purchased, research determined that the car was used by Rolls-Royce as a demonstrator following the convincing win of the 1914 Alpine by James Radley and H.A. (Tubby) Ward. Tubby was the co-driver for the trial but also an employee of the Rolls-Royce test department. The two photos listed above show the car as being used by the test department.

In November, 1914 18PB was sold to Mr. F. M. David Esq, Hinton, Abbey, Bath.

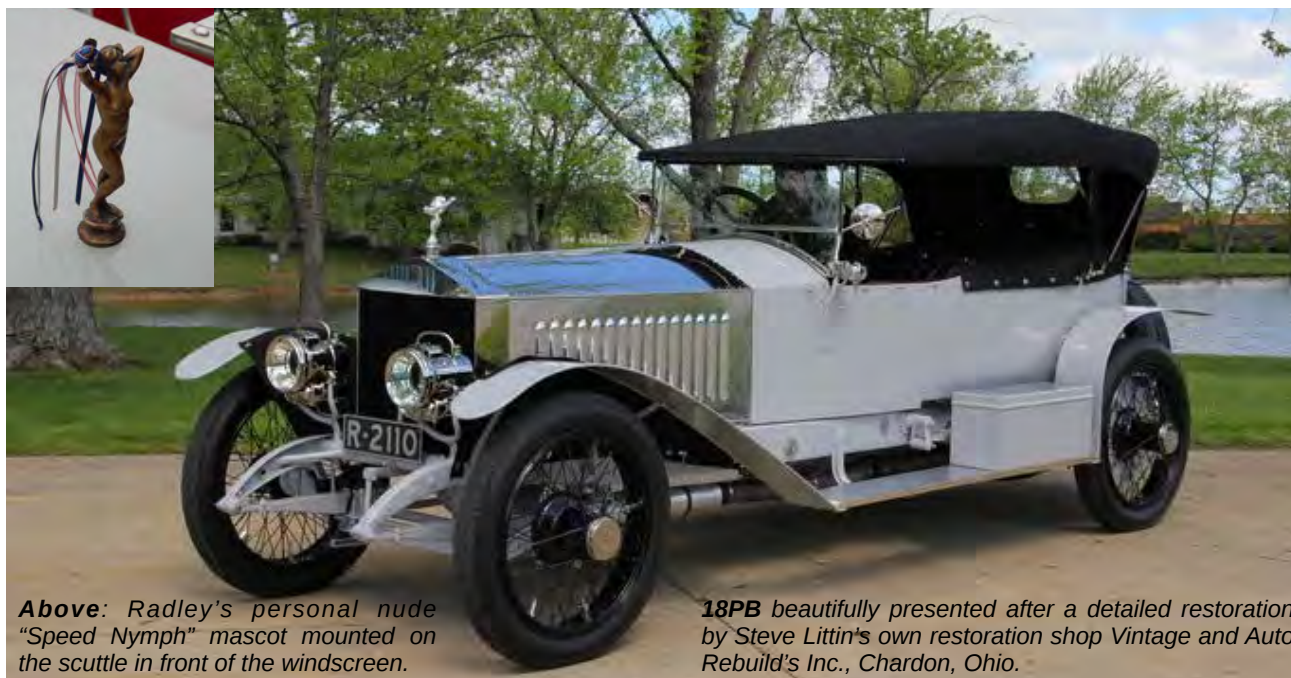
According to the build sheets, "Chassis was sold as it stands including horn & revolution counter (rev counter included if not removed by Mr. Radley)...£850."

Also on the build sheets it states "Loan Mr. David test body, jack & pump - which he agrees to return, carriage paid, as soon as possible". It is clear from this, that Mr. David paid for and drove the chassis to Bath or a Coachbuilder of his choice. At this stage though, there is no record that Mr. David re-bodied the car. Further research tells us that Mr. David during 1914-15 was possibly purchasing cars for R.W. Schuette. There are seven or eight cars showing his name on purchases, which then ended up in the US, remembering at this time, not many Rolls- Royce cars were being produced due to the outbreak of WW I. The original **18PB** Portholme Body was transferred to **6LB**.

Since purchased, research has determined that the car was used by Rolls-Royce as a demonstrator following the convincing win of the 1914 Alpine by James Radley and H.A. (Tubby) Ward. Tubby was the co-driver for the trial but also an employee of the Rolls-Royce test department. The two photos listed above show the car as being used by the test department.

It is unclear if Mr. David did anything with the car. In 1916 it was purchased by R.W. Schuette, the Rolls-Royce Concessionary in New York City.

Records show three to four owners in the New York, New England area through until 1930. Rolls-Royce of America territory list records show the car in the New York service department for fitting of front brakes and a light over haul in 1929. The car was purchased by Brian's grandfather in Connecticut in 1940-41, Steve Littin purchased 18PB from the estate in 2000.



Above: Radley's personal nude "Speed Nymph" mascot mounted on the scuttle in front of the windscreen.

18PB beautifully presented after a detailed restoration by Steve Littin's own restoration shop Vintage and Auto Rebuild's Inc., Chardon, Ohio.

1914 40/50HP 18PB replica Portholme Trials car Steve Littin, Ohio, USA

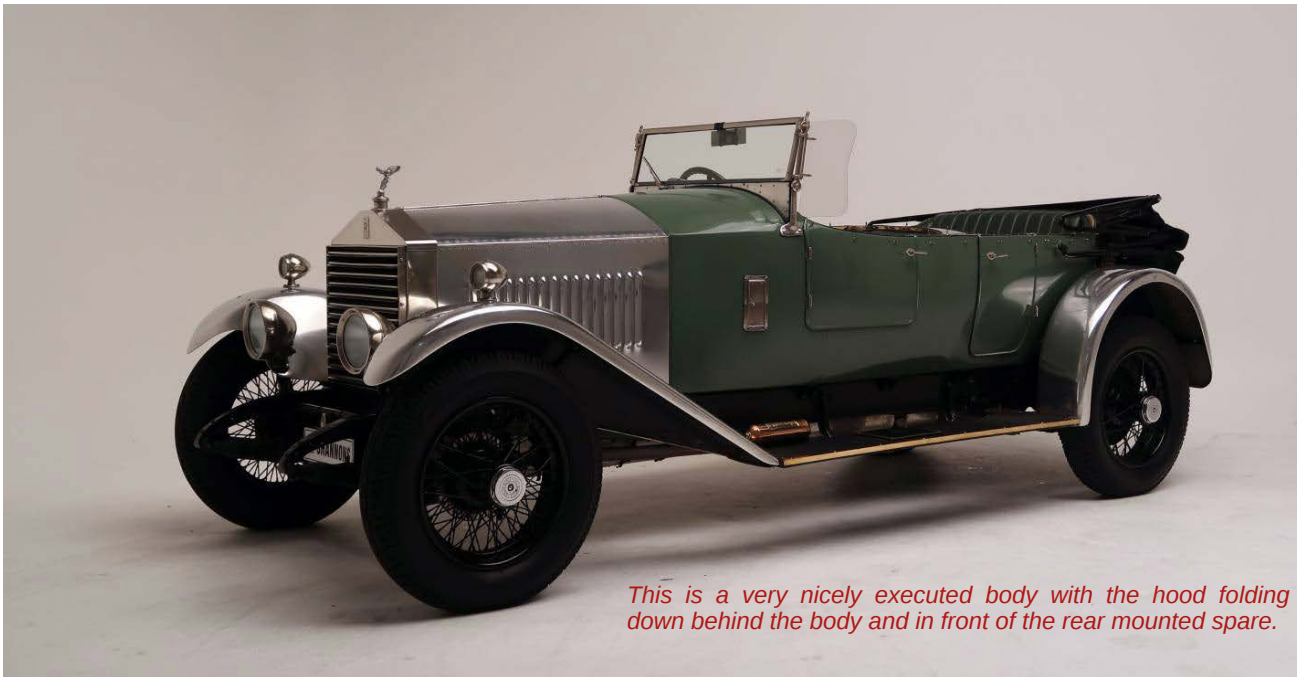


*Of interest, Steve Littin was born in Australia but raised in New Zealand and together with his father Albert built the timber frame on **18PB**, the restoration was to replicate the original Portholme body, to the same standards of the 1914 Alpine Trial and the photos show the frame after it had been sealed. The lack of doors designed to give the car some stiffness after the under chassis tension rods had been removed to save weight. The following photos show the effort Steve Littin went to replicate the body as built by Radley at his Portholme Motor Body Works. As per Radley's performances in the 1914 Alpine Rally this car is seriously quick by Silver Ghost standards and is a great open road touring car.*



Left: Steve and Susan Littin on board **18PB** after driving onto the presentation ramp at Pebble Beach Concours d'Elegance to collect a well deserved Class Trophy.

1923 20HP 76A5 Tourer brings top money at Shannon's Sydney Auction



Shannon's Late Autumn Classic Auction in Sydney on May 20 saw this very nice 20HP Tourer reach a very strong price of \$110,000. **1923 20HP 76A5** fitted with a replica body has been seen for many years. The body built by John Carter in the early 1980's saw it win a number of Concours events before it was sold in 1985 to Steve Driver in Sydney. Off test in July 1923 it was first delivered to Miss. M.F. Simms in Glenelg, South Australia and fitted with a Smith and Waddington Tourer. However by 1930 it had gained a fixed-head Coupe body by T.J Richards. It had three more owners before being bought by John Carter in 1980 in run-down condition. It is now fitted with front wheel disc brakes. John Carter was instrumental, along with his business partner Paul Samuels, a founder member of the Rolls-Royce Owner's Club of Australia, founded the Wakefield Park Motorsport Complex on the outskirts of Goulburn N.S.W. Designed as a club circuit and based on some of the smaller circuits of similar size in the U.K. with a distinct vintage feel the circuit celebrates its 25th anniversary this year and will celebrate with a special anniversary meeting on the 16th. and 17th. November. For more information and entry detail : www.wakefieldpark.com.au

TILT TRAY SOLUTIONS

Moving cars interstate by transport can be expensive however I've recently used Geoff Shortland at Tilt Tray Solutions and found him excellent and very conscious of his precious cargo - Sydney based he makes regular trips interstate - bookings on **02 9545 3464** or **0408 658 593**. Email : g_short@hotmail.com Geoff does Rolls-Royce and Bentley's work in Sydney as well as McLaren and others.



JONATHAN WOOD - Vintage and Thoroughbred Restorations Limited



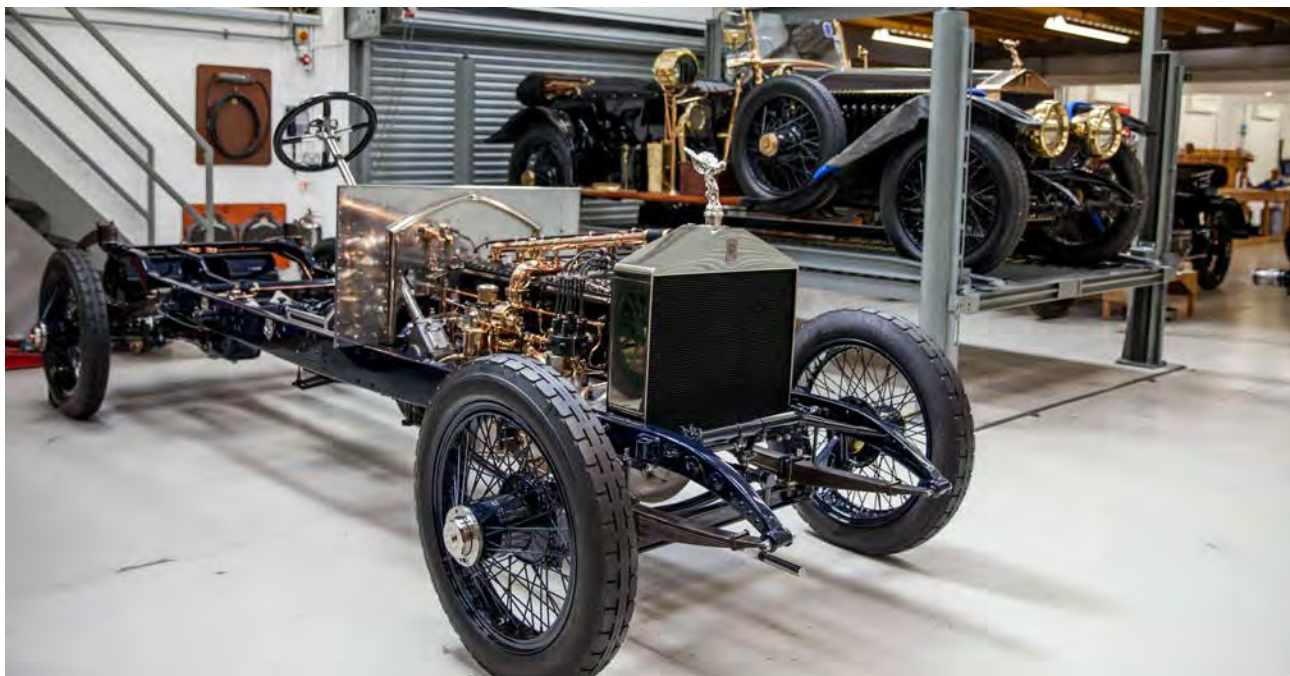
*Jonathan Wood located at Little Sampford, Saffron Walden in Essex has really made a name for himself in recent years with the early Rolls-Royce fraternity and as can be seen in the above photo Australian owners have nothing but praise for his standard of work - at the top rear chassis the ex-Bill Hall **1912 40/50HP 2145** Cabriolet by Roger Fry , front left, the ex-John Milverton **1914 40/50HP 6TB** L to E by Houston and right front the ex-Australian **1912 40/50HP 2142** replica tourer restored by member Gary Dubois in Melbourne in the 1990's. - also in photo on bottom left.*



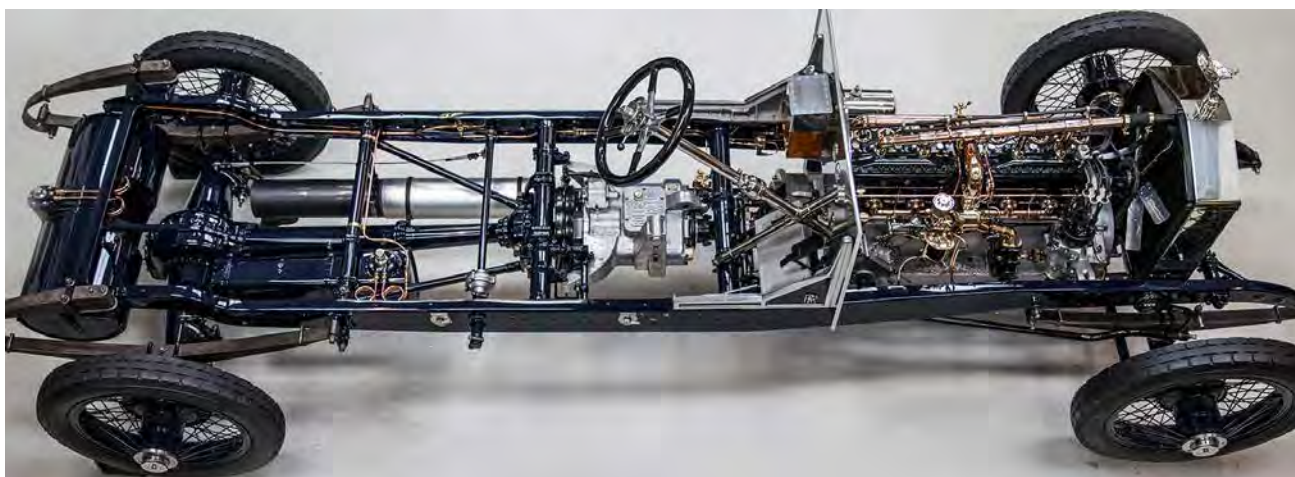
*This very nice Torpedo Tourer on **1914 40/50HP** chassis **25MA** was first delivered in the U.K. with a Barker Tourer body but by 1916 had crossed the Atlantic to U.S. Agent R.W. Shuette who passed it on to Mrs. Carmelius Vandebuilt.*



JONATHAN WOOD - Vintage and Thoroughbred Restorations Limited



Jonathan is currently restoring 1911 40/50HP chassis 1733 for an Italian client - this car interesting in the fact that it was supplied to Count Malvasia of Nice and took part in the second Monte Carlo Rally in January 1912 starting from Paris. Originally fitted as below with a Kellner D-fronted Landaulette, a rather heavy body to participate in a rally.



The chassis superbly restored by Jonathan with some notable features including an auxiliary petrol tank slung under the chassis at the rear on the driver's side - the chassis featuring the smaller Dunlop hubs - the owner purchased this car from the original family in 2007 and the chassis has taken 10 years to restore. Will now get a replica body as below, Car was used in 1914 to carry troops at war.



The original body was no longer with the car when found, fitted with a rather ungainly high-sided tourer

NEW WHEEL BALANCE METHOD

A real boon for large wheel balancing



The large 35 x 5 straight-sided tyres on my 1913 Silver Ghost **2583** have proved difficult to balance - these large diameter 8-ply Universal tyres are heavy and of course the 25-inch rim itself is heavy. I found it difficult to get the balance weights right and looking correct for the period. However, Ben McKinnon at Antique Tyres in Melbourne has had great success in recent times with truck tyres introducing crystal beads into their tubes - the beads finding the sweet balance spot once moving. Peter Willcox has also had good success with his **1928 New Phantom 93AL** tourer on his heavy 700 x 21 tyres on well-base rims.



Ben has now introduced the beads to my 35 x 5 tyres and they have made a big difference. Ben has made the necessary pump and connectors to induce the beads into the tubes - this is an innovative way to gain good wheel balance and quite inexpensive - cost for a bag of beads loaded in place is \$25 per wheel.

THE WORLD OF WICKER - Wicker work for period cars



Left and Below: Wicker work was very common on many early cars but getting it done today is not easy - with my 1903 2-cyl 16HP Maxim I wanted some side baskets and an umbrella basket and finally found an 88-year old basket weaver who had trained under his father who had a business on Taverner's Hill in Leichhardt in Sydney. He recalled how as a young boy his father would get him to sit on the kerb outside the business and his job was to advise his father what type of car had pulled up - if it was a Rolls-Royce his father would adjust the price accordingly. Anyway, he did a marvellous job as you can see on the Maxim seen here below at the start of the 1997 London to Brighton Rally in Hyde Park, a sunny start compared to our 1996 start in the rain

Below: For 2583 I wanted an umbrella stand but couldn't find anyone to weave me one but finally found Richard Beazley, the Wicker Guru, in Adelaide who did a great job as you can see below. As he says "if you need a good caning" come and see me. He's very obliging and reasonably priced and can make wicker trunks, wicker baskets, repair wicker furniture and will build anything to your design. Located in Lonsdale, South Australia you can make a visit to his workshop by appointment on 0411 664653 or simply look him up on the internet under The Wicker Guru. Wicker side cars were popular in the period and Richard has made them, even a wicker pilot seat for a period Sopwith Camel.



THE RE-BIRTH OF CHASSIS 1492



This is the second early body Roger has built for Bill Hall - we all remember the very authentic replica Cabriolet body built on **1912 40/50HP 2145** which received wide acclaim and now lives in Portugal.

*Bill Hall's **1910 40/50HP 1492** is slowly gaining its new coachwork at Roger Fry's workshop in Western Australia and as you can see its a replica of his other **1910 40/50HP 1388** Roi-des-Belges put together by Laurie Vinall from original period body parts. As the photos show the workmanship is to Roger's high standard and we are lucky to still have such celebrated craftsman still producing such high quality period work. The two cars have swapped their wheels here.*



Roger has been able to replicate the reverse curves of this celebrated body style which by 1911 had started to make way for high-sided coachwork which did not have the same character.

SIMON ELLIOTT's 1938 25/30HP Thrupp and Maberly Sports Saloon comes out of hibernation



Just when we thought we'd lost Simon Elliott to historic racing with his wonderful 1600cc Lotus Elan (Inset top) his **1938 25/30HP GZR39** is underway with father-in-law Bruce taking on the job in his retirement. Having stripped the body the well preserved quality of the aluminium is evident (right) so too the timber frame of the Thrupp and Maberly Sports Sedan. By the way, Simon has been posting some impressive times in his Lotus - gaining a best fifth placing at the recent British sports car racing at Phillip Island and at the HSRCA Sydney Classic in early June, the first four placings occupied by larger capacity MG's including V8's.



SILVER GHOST ASSOCIATION WHEEL WRENCH

I've owned five Silver Ghosts along the way as well as two New Phantoms and I've always had trouble with the company's wheel spanner - the two movable tabs jumping out of the groove in the wheel hub nut when you put pressure on the lever or hit it with a mallet. And of course most period spanners are a little beaten up and are not a snug fit on the hub nut.

The Silver Ghost Association in the United States has produced a replica tool that answers all of the problems with the company wrench - two sliding circular halves screw in to firmly hold in the groove of the wheel hub nut right around the circumference and don't dislodge when you are nearly at full pressure. The only down side is the cost - Aus \$568.00 landed given its a heavy item however one previous owner of **2583** still had the mint original wheel spanner and despite my healthy offer he still prefers it to be a wall decoration in his man cave. But frankly, he did me a favour, the SGA tool right is a much better investment.



Brian Tanti's Workshop Visit - Thursday 11 July



Brian Tanti is an internationally respected restorer and coachbuilder who is widely regarded as a leading voice in the automotive industry. For over three decades, Brian was involved in managing and curating the Fox Car Collection in Melbourne, restoring some of the world's most valuable motor vehicles.

As a coachbuilder with more than 40 years' experience in the automotive industry, Brian has a reputation for excellence; several of his restorations have won concours competitions; nationally and internationally.

The workshop and design studio are currently home to several state-of-the-art projects, including FR1; Australia's first composite passenger vehicle. A contrast of old and new, the workshop incorporates 3D printing capabilities, digital scanning and other new-to-industry technology as they apply to a modern workshop facility.

A number of articles have been written about Brian's move to Sydney and he recently featured in Wheels Magazine and the Robb Report. Both articles can be found on Brian Tanti's Workshop website:

www.briantantisworkshop.com

Tour information

The evening starts with a formal presentation and Q and A followed by a behind the scenes workshop walk-through.

Date: Thursday, 11 July, 2019 Members and their guests welcome
Time: 7pm – 9pm Light refreshments will be served.

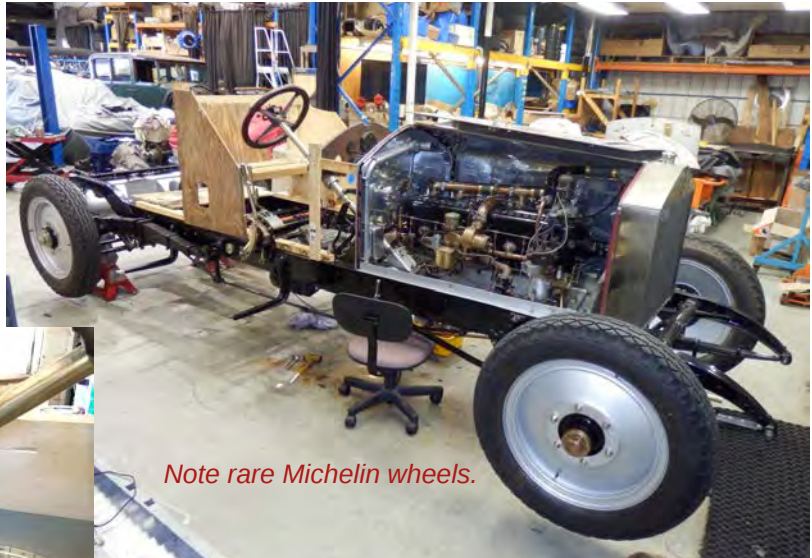
Address: 21 Dickson Avenue, Artarmon

RSVP essential: davidgdavis@lycos.com Phone: 0409 719 976



1921 40/50HP 85AG moves towards completion

Further to my obituary notice on Angelo Notaras on pages 12 and 13 I am very pleased to report that his cars have been taken over by his son Will and as you can see progress is being made with the car taken to Garth Selig's Repair and Restoration Services for mechanical check over and repair work. Will has also given Garth the **1933 20/25HP GDX11** Coachcraft Saloon for re-commissioning. Restored by his father in the early 1990's and Will is very keen to rally it.



Note rare Michelin wheels.



We hope to welcome Will to membership when this car is completed in coming months - car is off soon to trimmer Peter Truscott for upholstery and a new top.



Whilst Angelo had restored the engine in the late 1980's it had not run until recently - after over 25 years laying idle it started without any problems.

1913 40/50HP 2358 London to Edinburgh Colonial replica Tourer



2358 was originally fitted with larger 935 x 135 tyres on 25-inch beaded edge rims which are un-obtainable but now has equivalent diameter 35 x 5 straight sided tyres.

*1913 40/50HP 2358 three-speed L to E Colonial with replica tourer restored by James Black in Ireland and for sale at Jonathan Wood Vintage and Thoroughbred Restorations in Essex. Originally fitted with a Barker Cabriolet for the Marquis de Arques in Madrid, Spain. Recently found derelict in Barcelona minus its original gearbox it now sports a replica box. Originally specified with nickel plating to its engine this car is only four numbers later than the Spanish Grand Prix winner of the same specification, chassis **2354**. Robert Mc Dermott points out that the engine has been low mounted (see crank handle) when it should be high mounted - see mis-alignment of top radiator hose.*



Original bulkhead had no signs of instrumentation and had a dashboard fitted.



SYDNEY XMAS LUNCH - Sunday December 1

At the Deckhouse Cafe, Clarke Road, Woolwich Dock 11am to 3.30pm.



We will also have a special guest for an after lunch presentation

Bring you club car - parking will be available beside Woolwich Dock

Luncheon cost - \$95/head - Drinks to personal account

Dress: Smart Casual

PAYMENT OPTIONS:

ATTENDEES: _____

By cheque - to 20-Ghost Club, post David Berthon, 2 Clarissa Place, Castle Hill 2154. 0418 258 878

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Account No. 211 974 **(PLEASE ENSURE YOU INCLUDE YOUR NAME IN THE PAYMENT DETAILS)**

By Credit Card – MasterCard or Visa - No. _____

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Name on Card _____ Expiry Date _____

PLEASE EMAIL THIS FORM TO DAVID BERTHON

david.berthon@macquariemedia.com.au

THE SILVER GHOST ASSOCIATION TOUR OF WILD WEST IRELAND by our members Keith and Marie Wherry

The Silver Ghost Association (based in USA, but with a high Australian and British membership) runs a number of tours in each year, both in the USA. and overseas; the "Wholly Ghost Tours".

We have held about six SGA WGT tours in Australia, including the mammoth 1996 tour to Ayers Rock (when over 50 Silver Ghosts were registered; a then world record! and the recent Tasmania Tour in 2014.

In May this year, a smaller SGA tour was arranged by local Dublin member, Sydney Cooper, in conjunction with SGA President Billi Carey.

This tour was based in the sparsely inhabited Connemara area of Co. Galway, at the sprawling Renvyle House Hotel, overlooking the wild Atlantic.

We had a wonderful six nights, traveling each day to a different, interesting location, exploring this rugged area, along the appropriately named "Wild Atlantic Way" coastal road.

It was a small, intimate group of about twelve couples with some eight Silver Ghosts from USA, Canada, England, Ireland and Australia.

Another memorable experience in our wonderful old motor cars!

Keith Wherry



The travels of Keith and 2133 are quite remarkable and surely prove the durability of the Ghost (and of Keith and Marie). Here with this small group outside Ashford Castle on the SGA Tour of Wild West Ireland.



This remarkable 1912 40/50HP 2133 has an enviable tour record and has travelled a huge number of miles. Restored for Laurie O'Neil in the 1970's by the last George Williams in Sydney and sent to the U.K.

THE SILVER GHOST ASSOCIATION TOUR OF WILD WEST IRELAND

by our members Keith and Marie Wherry



Above: 2133 keeping company with Nick and Julia Channing and his 1922 40/50HP 422G replica Skiff. at Moran's Oyster Bar in Galway Bay .



Left: 1910 40/50HP 1278 replica Tourer owned by Albert and Margaret White. First purchased by Lord Pirrie, Chairman of Harland and Woolf, Ltd, builders of the ill-fated Titanic.



Below: 1914 40/50HP 35PB replica Tourer owned by Mike and Cynthia Sierra.

Bottom Left: 1920 40.50HP 50RE Barker Tourer owned by Michael and Linda Hilditch.

Bottom right: 1915 40/50HP 10AD replica Tourer owned by Ron and Billie Carey from Alberta, Canada, Billie, Chairman of the SGA. This ex-N.S.W. Ghost was originally owned by William Adams of Tattersall's Hotel in Sydney, owned since the 1960's by Stan Nash - who found it derelict in Concord minus a number of original parts - now sporting a replica gearbox.



Above, Left: 1278 was restored by Malcolm Ginns in the U.K. and shown at Pebble Beach in 2005 with this well executed faithful copy of its original Morgan and Co. Phaeton body.



Some of the early cars previously owned by our Chairman Peter Crauford



1



2



3



4



4



6



5



7



8

1. 1912 Italian-built S.P.A. Tourer
2. 1912 French-built 14HP Berliet Tourer
3. 1914 15HP Austin Roadster
4. 1913 French-built 14HP La Buire Roadster
5. 1913 French-built 30HP Hotchkiss Fire Engine
6. 1913 French-built 15HP Mors Tourer
7. 1914 12/14 HP Sunbeam Tourer
8. 1915 Model T Ford with local Tarrant Body

As you can see Peter had a real passion for early French cars.

Some of the early cars previously owned by our Chairman Peter Crauford



1,1A. 1924 Vauxhall 30/98 0E112 Tourer



2,2A. 1921 R-R 40/50HP 8C Tourer

3. 1922 Vauxhall 30/98 E467 Tourer

4. 1928 Bentley 3-litre Red Label Speed Model HT1642 Tourer.

5. 1925 Vauxhall 30/98 0E229 Tourer



2



2A



3



3



4



5

2019 Concorso d'Eleganza Villa d'Este on the shores of Lake Como



May 24-26 - Celebrating its 90th anniversary this year Concorso d'Eleganza Villa d'Este was first held at the palatial 16th-century villa on September 1, 1929. The former Royal residence near Rome is now a luxury hotel, world-renowned for its 25 acres of terraced Italian Renaissance gardens. This year 20-Ghost Club U.K. member Doug Magee from New Hampshire in the U.S. took out the **Trofeo Rolls-Royce for the most elegant Rolls-Royce** with his **1914 40/50HP 67RB** Kellner Torpedo. This followed its 2017 entry at Pebble Beach Concours and its appearance last year at Hampton Court.



First delivered to an owner in Portugal this chassis eventually found its way to the U.K. where it survived fitted with a rather crude shooting brake body. In 2012 Robert Verboon in Holland wrote to Ghost restorer Steve Litten in the U.S seeking help in identifying the body on his vintage ghost **49TW**. The body turned out to be the original body from chassis **67RB** and Doug Magee was able to negotiate its purchase and re-unite it with the chassis - the result is a stunning Ghost.

