

AUTUMN 2020
ISSUE 4



20-GHOST GAZETTE

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



The 20-Ghost Club Australian Chapter Incorporated

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

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

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

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20-Ghost Gazette

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

Editorial Policy

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

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

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Sydney Event:

An Afternoon at a Motor House

We will be visiting member Chris Meany's new Motor House and to inspect his 1931 Phantom II 48GX Continental Barker Saloon after its Class win at last year's MotorClassica Concours in Melbourne.

Time: 2pm to 5pm, Sunday April 19
Address: 14 The Crescent, Pennant Hills
(Off Pennant Hills Road
opposite the Station.)

Please bring your Club car – Our hosts Chris and Stephanie are kindly supplying afternoon tea – members and family welcome

RSVP for catering: David Berthon
david@dbenterprises.com or 0418 258 878

Coming Events

Sunday March 8, 2020	Tyabb Air Show Note this is a special day with entry limited to 10 vehicles. Contact Bruce Humphries. Rally director: Bruce Humphries email: Bruce@Humphries.com phone: 0407 545 037
Sunday March 29, 2020	Visit to The Light Horse Museum, Nar Nar Goon North, Victoria. A one day tour - please advise George by March 7 of your attendance Rally Director: George Blenkhorn email: gsblenk@bigpond.net.au phone: 0429 139 902
April 19, 2020	An Afternoon at a Motor House A visit to the home of Chris Meany Rally Director - David Berthon email: david@dbenterprises.com phone: 0418 258 878
April 26 - 29, 2020	Tour to Blackheath via Albury, Wagga, Young and Bathurst This tour is designed to immediately precede the RROC Federal Rally at the Blue Mountains from April 30 to May 4. Expressions of Interest required. Rally director: Peter Crauford email: crauford@bigpond.com phone: 0408 819 980
July 23 - 26, 2020	Midwinter Tour Hamilton, Victoria Details to be advised. Rally Director: George Blenkhorn email: gsblenk@bigpond.net.au phone: 0429 139 902
September 15 - 20, 2020	National Tour Mt Gambier, SA Rally director: Rory Poland email: polandonhigh@optusnet.com.au phone: 0422 163 827
March 10 - 24, 2021	National Tour Tasmania Rally director: Andrew Bayley email: aobayley@bigpond.net.au phone: 0417 142 779



Front Cover: Seen at the Balnarring races on the Mornington Peninsula in January were John and Carol McQuay, and Rod and Bambi Hanson. John and Carol had their razor edged Park Ward bodied 1937 25/30 (chassis GMP12). This car was originally sold to a Scottish buyer and spent many years in the USA before coming back to the UK. John purchased it in 2015. The Hanson's had their 1923 20hp bodied by Hooper (GAK76) See page 12 for the story on this very original car. (Photo by Rod Hanson)

Chairman's Message

Two splendid Christmas lunches were held in N.S.W. and Victoria. In addition, Rory Poland organised an excellent luncheon for our South Australian membership.

In Sydney David Berthon organised lunch at the Deckhouse Restaurant at Woolwich on Sunday December 1. This venue has a fabulous view over Sydney Harbour and Keith Wherry spoke about travels with their Silver Ghost. The Adelaide lunch was held at the Edinburgh Hotel in Mitcham which was enjoyable and well attended.

In Melbourne Bruce Humphries organised another fine lunch at the Sandringham Yacht Club. This venue has a fine view out to sea with much maritime movement in view. This event was very well supported indeed with the cars being displayed in a reserved section of the parking area. This venue was the site of the previous year's successful Christmas lunch and I feel that if the place and the hospitality are of a high order and the cost is affordable then I am quite comfortable about returning to the same venue unless a similar suitable venue can be sourced.

On February 5 Elizabeth and I joined David and Clare Davis, Keith and Marie Wherry, Bruce Humphries, John and Elizabeth Milverton and David and Diana Berthon at a dinner held at the Union Club in Sydney. We welcomed immediate past president of the 20-Ghost Club John Stuttard and his wife Lesley who had just returned from Tasmania where Lesley had forebears who settled there in the early days of the settlement. They were free settlers, not convicts! David Davis organised the dinner, which was absolutely superb, and the food, wine and service were of a very high standard. In response to my welcome John spoke of the formation and progress of the Club and some of its highs and lows over the years.

John has been the driving force behind the 70 year book, which has recently been posted by Bruce Humphries to current members. Please note that those members who have not yet paid their subscriptions, please do so and you will get your copy free of charge.

The 70 year book is a wonderful history of the Club, warts and all, and although John Stuttard says it was a team effort, my feeling is that it would never have happened without his drive and effective hard work. The Australian Chapter was compiled by David Davis with David Berthon providing the photographs and they have done a splendid job of it. My thanks to them both for all they have done to make the Australian section so interesting and readable.

We welcome the following new members to the Club and are keen to see them in their cars soon.

Greg Wayman 20 h.p. tourer.

Adrian Akhurst 20 h.p. tourer.

Will Notaras, 20/25 and Silver Ghost.

Coming events are outlined in our events page and I encourage you to participate. The 20-Ghost Club events are well attended, very enjoyable and set up for touring in our favourite cars.

If you are able to assist in hosting an event or you feel there is somewhere near you which would be suitable for a 20-Ghost event, especially one or two day runs, please let a Committee member know as we are always looking for fresh ideas and different places to visit.

Very best wishes for a safe, happy and healthy 2020 and keep enjoying driving your pre-war Rolls Royce.

There has been some progress on the movement's efforts to remove the Luxury Car Tax from collector car imports. The 20-Ghost Club has actively supported the efforts of car enthusiast and barrister Doug Young in leading a wide spectrum of car clubs team, including ours, to present to government a strong case for abolition of the Luxury Car Tax on imports 30 years old and older. This submission has gone to the Treasurer and I will keep you posted on progress in this matter but I can say the submission is excellent so we wait to see what the budget reveals.

Peter Crauford, Chairman.

Editorial

Thank you to all who have provided articles and photos for this issue of the *20-Ghost Gazette*. Vehicle histories and how you came across them are always of interest and you can see a number in this issue.

While many of our cars are well documented, such as David and Marilyn Forward's Springfield Silver Ghost, it is interesting to see new material, and regardless you can be sure there are many readers who are not familiar with your car.

Researching your car can also be very enjoyable. Chassis cards are a good starting point followed by the various Australian reference volumes that have been produced over the years.

Trove may also be a resource too. Please do keep material for the *Gazette* coming.

Ian Berg, Editor

Sydney Dinner Welcome for John and Lesley Stuttard

Photo by David Berthon



Attendees clockwise from front centre: Diane Berthon, Peter Crauford, Elizabeth Crauford, John Milverton, Liz Milverton, David Davis, Claire Davis, Keith Wherry, Marie Harland, John Stuttard, Lesley Stuttard, Bruce Humphries.

National Tour 2020, Mt Gambier, South Australia

Explore the Limestone Coast, September 15 - 20!

Enjoy all the Limestone Coast has to offer including;

- Umpherstone Sinkhole, a beautiful sunken garden in the centre of Mt Gambier
- Naracoorte Caves
- The wineries of the Coonawarra
- and much much more

Tour accommodation will be at The Barn, Mt Gambier <http://www.barn.com.au>

Entry forms will be issued in March 2020

All enquires to Tour Director, Rory Poland
e polandonhigh@optusnet.com.au t 0422 163 827



Rolls-Royces And Caravans

by Rick Cove

Caravans and early Rolls-Royces do mix. The photo below is of chassis GGP19, a 1929 20/25 originally delivered by Dalgety's in Sydney. Rick Cove, who now owns the car recalls that the caravan with dolly wheels, was a frequent combination behind the Rolls-Royce when owned by his father. With six children it was a bit too expensive for the family to motel it on the early Rolls-Royce of Australia (RROCA) rallies.

Their first outing with the caravan was to a RROCA rally in Meeniyan in 1962. The RROCA members were really surprised that he would tow a van with the car, but it didn't take long before others followed suit.

Rick's father Frank purchased GGP19 from George Sevenoaks in Crows Nest in 1962. The car had been fitted with its current estate body many years earlier, and it is currently undergoing restoration.



The 20/25 is photographed on the RROC rally at Meeniyan in 1962. (SHRF)

Seen at the Melbourne Christmas lunch - An Unusual Landaulette

by Keith Wherry

The car, 1937 Phantom III, chassis 3AX97 was ordered by Sir John Latta, a shipping magnate, with Landaulettete coachwork by Barker & Company. However, it seems that the somewhat rakish coachwork was too low for Sir John, apparently a very tall upright gentleman, who only kept it two months, before trading it back with Barkers on another Phantom III Landaulettete, absolutely identical other than with a slight bulge in the centre of the roof!

The next owner was Sir Laurence Olivier, before being exported to the USA in the early 1950s. Keith Wherry purchased it in 2016 from the estate of an owner who had it for 52 years.



A 20hp Resurfaces

By Ian Berg with photos by Greg Johnson

The 20hp chassis GUK7 has resurfaced from storage on the Mornington Peninsula. Having been under restoration for many years the elderly owner has passed it on to family in Queensland. It is now for sale.

According to *Rolls-Royce and the Sunburnt Country* the car is a 1926 model and was fitted with the rather cumbersome caravan body in the late thirties. With this body it would have been quite a sight on the road.



The current body is an unusual choice, based on a Landaulette of an earlier era.

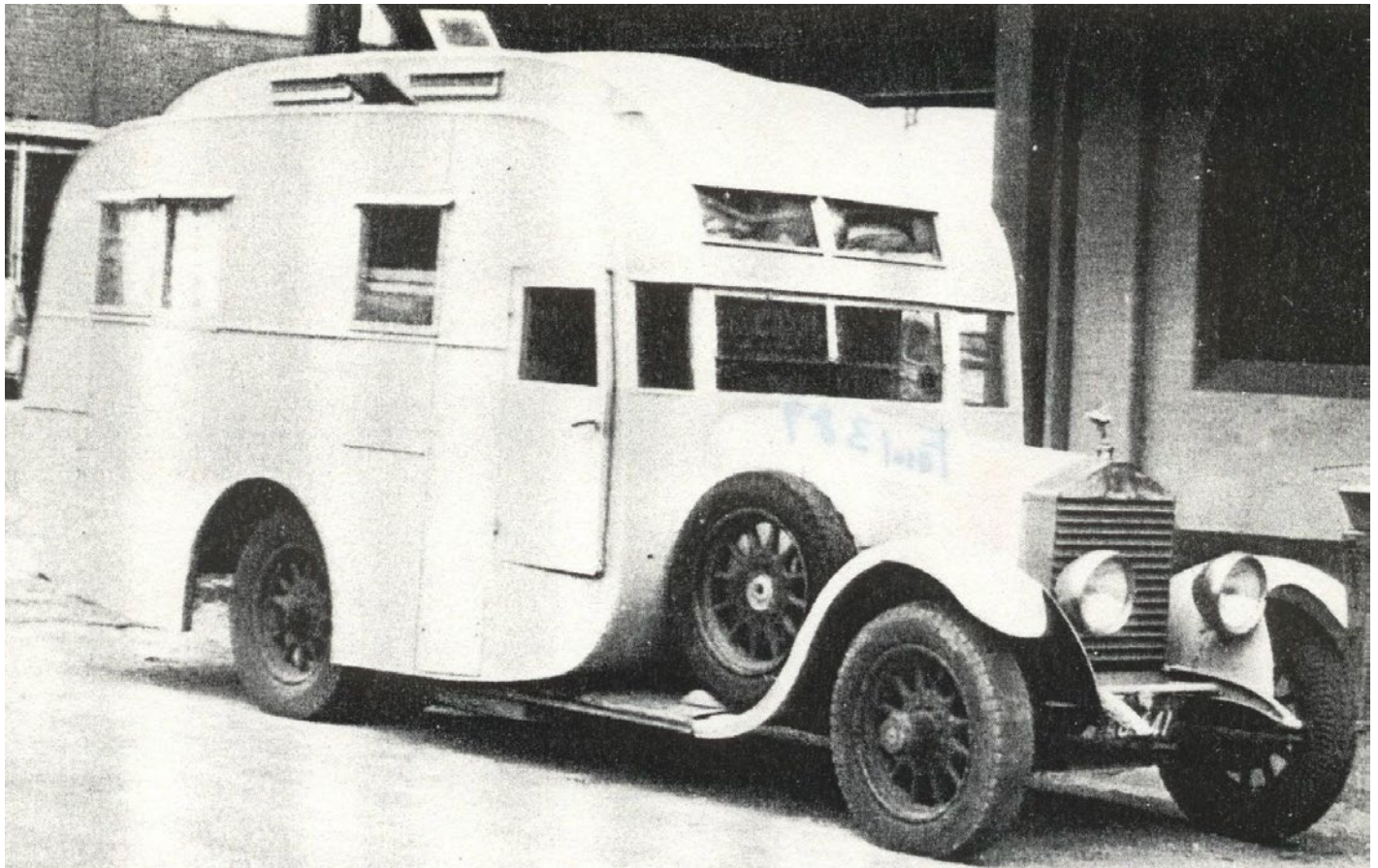
The car has since been fitted with a very unusual Landaulette body built by the owner. It appears to be an unfinished project, but may well see the light of day yet.

The same collector also owned a Phantom I, 64LC which has been fitted with a home-built touring body. We understand this car is destined for a future Shannons auction sale.

One interesting observation about the cars is that they were both fitted with rare artillery wheels when new. The 20hp model still retains them.



Phantom I, 64LC was originally fitted with a Waring Bros touring body.



A well published photo of GUK7 as fitted with the caravan body.

Christmas luncheons

with contributions from David Davis, Rory Poland and Ian Berg

Successful 20-Ghost Club Christmas lunches for 2019 were hosted in New South Wales, South Australia and Victoria.

The Melbourne lunch had 52 members and their guests in attendance at the Sandringham Yacht Club, a spectacular venue. The day hit 39 degrees but did not deter members from bringing their proper cars. In all we had three 20hp's, four Silver Ghosts, three 20hp's, a 20/25, a Wraith and a Phantom III. David Davis' report on the Sydney lunch held at the Woolwich Dock follows, and Rory Poland reports that 16 members attended the South Australia Christmas event.

20-Ghost Sydney Lunch

by David Davis

24 members and guests lunched at the Boathouse Cafe at Woolwich Dock on Sunday December 1. The Cafe is situated on the edge of the Harbour overlooking Greenwich to the north. The day was perfect with a light easterly blowing, creating a sparkle to the water reminiscent of the day in February 1954 when the Queen arrived in Sydney Harbour on the 'Gothic'. The scene from the Cafe was completed by a large schooner which moored in the stream. David Berthon's Silver Ghost chassis 2583 was on display among the diners to advantage. My 20hp, chassis 42G1 was parked conveniently nearby. The Dock itself is now given over to large yacht activities and is always of interest.

Following drinks, David Berthon bade welcome and explained the events of the day following which entrees of sea food or tomato were served. I then wished those attending a happy Christmas on behalf of the Committee and stressed how satisfactory is membership of the 20-Ghost Club and the ownership of pre-war Rolls-Royces. The main courses were served being fillet of beef or chicken. Keith Wherry then related his driving activities over the past 12 months in England, the Continent and the USA, in particular in his Silver Ghost 2133. He related how he hesitated about climbing an Italian mountain pass in the Ghost due to the narrowness of the road and traffic. Late in the day, he decided to bite the bullet and embarked on what can only be described as a stressful encounter with nature. The road was so winding and narrow that Keith asked Marie to stand in the passenger's seat and look around the coming turns for oncoming traffic so that Keith could swing the Ghost way onto the wrong side of the road to avoid having to back up to complete the turn. He did have a moment with an oncoming motorcycle which while causing stress did not result in harm. Keith related that the shipping of cars which seems such an issue these days, has not caused him too much grief so far. Following Keith's well received remarks, the final courses being plum pudding or croquette of ice cream were served. The food and the wines of choice were excellent, was the general opinion.

Fellowship stretched well into the afternoon and the general consensus was that the day was one of the best. David Berthon certainly organised an event well appreciated by all present at a venue which always excels expectations.



The South Australian 20-Ghost luncheon was held in a private dining room of the Edinburgh Hotel, Mitcham. (Rory Poland)



Greg Wayman manoeuvres his newly acquired 20hp, GYL74 at Sandringham.



Keith Wherry's 1937 Phantom III, 3AX97. See page 6.

Sandringham Yacht Club Carpark - 20-Ghost Lunch Melbourne

Photos by Ian Berg



My 20/25 GBJ68

By Peter Crauford

Off test on August 31, 1935. and despatched to Barkers for a brougham/limousine body. The car was used principally for touring in Europe by its owner Benjamin J Rosenthal of Chicago. In consequence of its stated use it was fitted with a speedometer in kilometres and a fuel gauge in litres. As the Rosenthals lived in Chicago, a heater was also specified, and a Goshawk chassis plate fitted.

Benjamin Rosenthal was born in Chicago in 1867 and together with his brother Samuel and his wife's brother Louis Stumer founded the Chicago Mail Order Millinery Company in 1889. The success of Julius Rosenwald's Sears Roebuck catalogue undoubtedly influenced Rosenthal and his company. Their first catalogue was the size of a small pocket notebook but by 1909 it had grown to 961 pages.

With the depression, sales in 1932 fell to US\$19 million and to \$18 million by 1935 but they survived the Great Depression.

Rosenthal succeeded in finding positions for so called 'down and outs' and founded an Employment Committee for men past 45 years of age. This was later taken over by the US Government. He also founded the Employment Committee for the employment of Crippled People and also one for the Employment of Coloured Women. These committees were also later taken over by the US Department of Labour. He also introduced a bonus system and profit sharing for his employees in his various businesses. Rosenthal introduced into Chicago schools the articulate method of teaching deaf mute children, replacing the sign method.

In 1919 he funded the Rosenthal Project which built affordable family homes for working class people. The initial development was for 175 units. He was a socially responsible man who cared about the less fortunate and as such was recognised by the US President for his good works.

Rosenthal died in July 1936 and his widow lived in a suite of the Ambassador Hotel in Chicago until her death in 1970 at the age of 100.

Rolls-Royce chassis GBJ68 was sold to surgeon Dr A Ver Bruggen in 1946. Ver Bruggen was an enthusiastic ocean yachtsman and won the Sir Thomas Lipton Cup no less than six times with the 'Yankee'. In 1952 GBJ68 joined the collection of Cameron Peck which included 10 Rolls-Royce, seven Mercedes, four Isotta-Fraschinis, four Panhards, three Daimlers, two Hispano-Suizas, two Serpollet Steamers, two De Dions, two Columbia Electrics, two Packards, a Cadillac, Bugatti, Delahaye, Benz, Mobile Steamer, Pope Waverly Electric, Haynes-Apperson, Stevens Duryea, Jamieson, Winton, Mitchell, White Steamer, CGV, American underslung, Pierce-Arrow, Renault, Stanley Steamer, Oldsmobile, Darracq, Austro-Daimler, Pathfinder, Rauch and Lang Electric, Doble Steamer, Vauxhall, Alfa Romeo, Bentley, Minerva, Ruxton and Cord. He had an incredible collection and was one of the very early big American collectors.

When the collection was sold Peck retained GBJ68 together with two veteran cars. The 20/25 later languished for 14 years in dry conditions in Tennessee. I purchased the car some six years ago on its importation into the UK. It appeared bodily sound and



GBJ68, pictured on the right makes quite a contrast to Peter's more sporting 1934 20/25 Gurney Nutting saloon GED11.

The Rolls-Royce Armoured Car

Review by Ian Berg

unspoiled and although running reasonably well it later ran a big end and on being dismantled was found to have the most severe solid sludge filling the oilways of the crankshaft. It was a wonder that it ran at all. The engine has received a full rebuild by my son Hugh and is now in fine mechanical condition.

I have replaced the leather in the front seat together with the front carpet and I rather like the 'barn find' condition with its poor paintwork. The car however is a delight to drive with the most beautiful gearbox and I am very impressed with its sweetness and unexpected pulling power. This car has the later SU type carburettor which seems to me to be smoother throughout the range than the previous carburettor which is pure Royce and which has a more vintage feel. I also have a 1930 20/25 GNS4 and to drive both on the same day is a clear indication of the constant improvement and updating that Royce sought after and achieved.



The Barker body is more upright and old fashioned in comparison to the earlier Gurney Nutting saloon on the right.



The rear heater and clock are neat features in the 20/25.

The Rolls-Royce Armoured Car, by David Fletcher, - a book review.

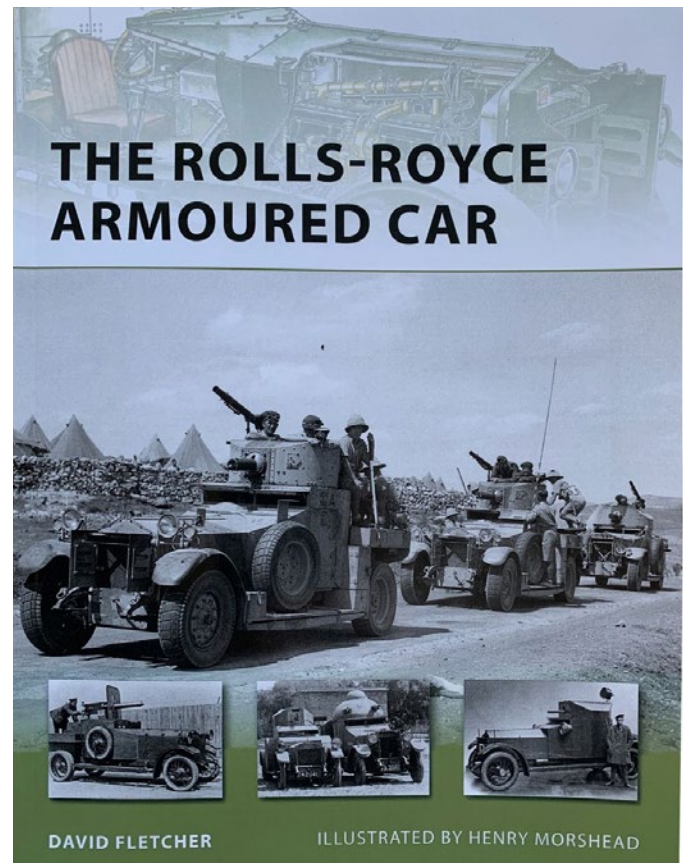
Rolls-Royce armoured cars were introduced in 1914 by the Royal Naval Air Service who had requisitioned all available Rolls-Royce Silver Ghosts to convert to military use. They were used during World War I in various campaigns, but most famously by Lawrence of Arabia in the Middle East against the Turks.

Between the wars armoured cars also saw some service, and to an extent in the Second World War. The cars were very often modified over their service life, often as they were being used, and the design evolved considerably over time.

A 1920 Pattern and 1924 Pattern car were subsequently introduced. It was rare to find two the same and there were numerous differing features with these interesting conversions.

For the Rolls-Royce, or military vehicle enthusiast this book is well worth having on the shelf. It is a modest book of 48 pages but very well presented and includes numerous fascinating period photographs as well as colour illustrations.

Produced by Osprey Publishing in 2012 it is one of series on military vehicles they have published.



Rod and Bambi Hanson's 1923hp GAK76 (former GF64)

By Rod Hanson.

Rod and Bambi Hanson's 1923 20hp Rolls-Royce is pictured on page 3 when they attended the Balnarring Races in January. The car has been in the Hanson family for over 60 years.

Following manufacture the vehicle, GF64 was consigned to Paris with a Windovers cabriolet body in 1923. The car was returned to London in 1924 and purchased for £1100 by Lachlan Kenneth Scobie (LKS) Mackinnon. The body was replaced with an open drive body by Hooper and the instruments were converted to miles and gallons prior to export to Australia. The car, then as GAK76 was shipped to Melbourne on the SS Euripedes. It resided at Orrong Road Toorak and later at South Yarra. Between 1923 and 1925 Mackinnon purchased three 20hp Rolls-Royces (64H6, GAK76 and GPK73), two of which survive.

The car was sold in 1935 to a Pearl Cole and then from 1946 was used by a travelling salesman Reginald Orr, a nephew of Cole. During the war it remained on blocks and had 53,000 miles recorded when Orr sold to John Ballantyne in 1948. It was then owned by Robert Ballantyne, a farmer at Buln Buln near Warragul in November 1948. His widow told the story of the car being used to run a calf or two into the Warragul sale yards. From 1952 it was owned by a painter and decorator and then sold to Rod's father Arthur Hanson in 1957 for £100. There were still traces of paint on the floor and running boards. In 1980 Rod Hanson took over the car, by then almost completely worn out and he began the restoration which was finally completed in 1988. Owing to relatively few owners it is remarkably original, except for the interior which was replaced in

1980 and again in 2005. All three of Rod and Bambi's daughters had the car for their wedding days.

The first Australian owner LKS Mackinnon was a race horse breeder and won the Melbourne Cup in 1914 with 'Kinsburgh'. He was also Chairman of Flemington Race Course for 18 years until 1934. The LKS Mackinnon Stakes are run on the last day of the Spring Racing Carnival on the Saturday after Melbourne Cup.

Mooramong, a 4,000 acre property near Skipton in Victoria was a 21st birthday present from LKS Mackinnon to his son Donald Mackinnon. He remodelled the homestead in 1938 for his movie star wife Claire Adams. It is now owned by the National Trust. Those 20-Ghost Club members who were at the Creswick National Rally last year will recall the visit to Mooramong which was a part of the tour.



Photographed in 1982 when collected after 20 years in storage.



A recent photo of GAK76 in front of the Mooramong homestead.

W S Grice

By David Davis

The article in the Summer edition of The 20-Ghost Gazette regarding Silver Ghost 62CW prompted memories. During the period that George Williams was building the current body for the car, Bert Ward overhauled the chassis. The photo of the hearse body reminded me of WS Grice.

During the 1950s and 60s, Grice's major work was converting cars to ambulances. At that time, Chrysler Valiant sedans were taken into the shop at Summer Hill, stripped out, the bodywork cut back to the front doors and a full-length stretcher section added which was higher, longer and wider but expertly welded into the original. The body was then fitted out with two stretchers and the necessary medical equipment to complete the ambulance. These were the standard New South Wales ambulances until vans like the Mercedes Benz Sprinter became available which were fitted out with the necessary equipment and did not require the massive body alterations of the Chryslers. Grice ambulance conversions occasionally are to be seen around usually driven by surfies. Bus bodies and parlour coaches were part of their production.

George Green used Grice's for many of his veteran and vintage restorations. George rescued many old cars which he thought may be scrapped and which became his collection of about 100 such vehicles. In many cases he would take chassis and bits to Grice and have them reassemble them into a basic body so that the car was mobile whereupon he would then move onto the next one. Silver Ghost chassis 1730 became a replica of Rolls Balloon car using a veteran seat found on a tip. Adrian Garrett has since fitted a Brougham body from a Gladiator. Chassis 45NA was fitted with a Locke limousine body from a Cadillac for which Grice fashioned a magnificent scuttle, the whole presenting as an impressive motor car. It has since been fitted with a Mulliner replica tourer similar to its original bodywork.

Chassis 1492 was bodied by Grice as a Landaulette using a photo provided by George as a guide. The result was slab sided but well-built and stood the test of time. That body has recently been removed.

Following a recommendation from George I took my 20hp chassis 42G1 to Grice for the fitment of guards running boards and valances when I rebodied the Twenty in the 1960s. They did a great job. The week end after collecting the car, a few of us drove to Jenolan Caves for the week end. The car parked, a local grazier, drunk, drove into the side of the Twenty crushing the nearside running board and front mudguard. I was so angry with the grazier, he gave me an open cheque for the repairs, so on the following Monday, I was back at Grice to have the damage rectified. To give the grazier credit, the cheque was honoured. WS Grice is still in business at Summer Hill but I am not aware that any vintage work has been done for some time.



A 1970 Ford Fairlane ambulance as bodied by WS Grice, The vehicle is part of the historical collection of the Ambulance Service of New South Wales and on display at the Temora Ambulance Museum. (Creative Commons)



Chassis 1492, a 1910 Silver Ghost when owned by Barry Gillings. Behind is chassis 1730 a replica 'ballon car' 1911 Silver Ghost. Both cars were bodied during their initial restorations by WS Grice, and both have since had these bodies removed from the chassis. The third car is chassis 1997 when owned at that time by Eric Rainsford. The date of the photo is unknown but likely 1980s at a RROC rally. (SHRF)

The SGA 'Wholly Ghost Tour' Ireland 2019

By Keith Wherry

The Silver Ghost Association had decided to run a Wholly Ghost Tour in the 'Wild and Rugged West of Connemarra', along the West Coast of Ireland in May 2019.

With Marie coming from Ireland we could hardly say no, which is how we found ourselves again collecting our dear old 1912 Silver Ghost 2133 from Jonathan Wood, in lovely rural Essex, one fine May morning. Jonathan is a well regarded expert in these cars, and kindly stores the Ghost for us, in preparation for our next tour.

We drove down to Kent to celebrate the 80th Birthday of well known collector, Jack Henley, in his beautiful country house, outside Maidstone, with a sit-down luncheon for 80 guests in the amazing coach-house. Jack's collection of around 20 cars were moved outside and displayed on the lawn. Whilst not currently owning any pre-war Rolls-Royce cars, Jack has a number of beautiful Derby Bentleys with interesting coachwork, and many post-war classics. These include several he has owned from new, including a rare 1960 Jaguar XK150S roadster, 1964 Alvis TE23 drophead coupe, 1970 Aston Martin DB6 Mk.II Volante convertible, and a pristine, white 1961 E-type roadster, given to him personally by Sir William Lyons, as a consolation present following the cancellation of Jack's engagement to Mary, Sir Williams daughter, almost 60-years ago !

The following day the weather loomed dark and foreboding, with very heavy rain and hailstorms forecast for our long drive to the Irish Ferry at Holyhead in Wales, almost 300-miles. We had a very tough day, with much of the travel on motorways, being passed by large trucks in the pouring rain, so we were glad to get to bed that night. Early the next morning, with improved weather, we boarded to ferry to Dublin, overnighting there and visiting our good friend Jim Boland with his amazing collection of around 60 Rolls-Royce, Bentley and other classic and veteran cars. Jim and Breda were to join us later in Connemara,.

the next day we reconnoitred with with Nick Channing, the nephew of serious car collector, the late Peter Channing, well known to many in Australia, for lunch at Mahony's Oyster Bar in Galway. A good start to many similar events over the next week or two. Nick was driving his 1922 Ghost with very sporting boat-tail coachwork, in which he regularly drives enormous distances.

The Tour had been organised by local member, Sidney Cooper and his ever charming wife Dorothy, both stalwarts of the Irish old car movement, It was based at the Renvyle Castle Hotel, a large Victorian edifice right on the edge of to Atlantic Ocean, in the far west of Connemara, with 8-days of touring events radiating from there. How we all enjoyed just unpacking once ! We had wonderful drives and events each day travelling often along the 'Wild Atlantic Way' itself, and visiting Ashford Castle, Kylemore Abbey, the Alcock & Brown monument, Clifden, the ferry to the Arun Isles, and many more fascinating out-of-the-way places that only a local could have planned for us.



1912 Silver Ghost 1278 with Albert & Margaret White.



Keith's 1912 Silver Ghost 2133 and Nick Channing's 1922 42ZG at Morans Oyster Bar, County Galway.

Our group only comprised some ten couples, as unfortunately it clashed with the 20-Ghost Club Irish Georgian Rally that was being held the same week, less than 100 miles across country. Leading the tour was our Club Chairman, Billi Carey and her husband Ron. Very sadly, many of you will have heard that Ron was killed instantly, whilst driving their 1903 veteran Knox from London to Brighton in the Veteran Car Club Rally in November, when hit by a large truck on the M-23 motorway. Amazingly, and gratefully, Billi survived. Ron was a great veteran car enthusiast, and came several times to Australia, and will be greatly missed by many.

After the SGA. Irish Tour, we drove up to the very north of Ireland, and joined the Northern Ireland Section of the RREC., for a very pleasant weekend rally, based at the beautiful Redcastle Resort in County Derry, overlooking the North Atlantic. Only one Silver Ghost, and about 25 post-war classics.

We then headed down the East Coast, spent time with friends and relations before again crossing the Irish Sea to Holyhead, and driving down through Wales, staying overnight in Aberystwyth, and then Bath, before meeting up with NSW members, John and Liz Milverton, near Southampton for the very well attended RREC South of England Rally. John and Liz have a beautiful 1933 20/25 Freestone & Webb Sedan Coupe GBA.64 which they keep in the United Kingdom. It is the perfect match for their other 1933 20/25 GHA.11, a saloon, also by Freestone & Webb, which they keep in Bowral. Following the somewhat informal judging, we were pleasantly surprised to be awarded the equivalent of Peoples Choice Award, followed by the Milvertons winning Best Art Deco Car. A nice end to the weekend for the two Aussie cars.

So, after a pleasant few weeks touring in our trusty old Ghost it was time to return her to Jonathan Wood for a well deserved rest before her next adventure, the 20-Ghost Club Tour of Switzerland, in September.



1920 Silver Ghost 50RE Barker Tourer owned by Micheal & Linda Hilditch.



Silver Ghost 2133 on tour in with the Silver Ghost Association Connemara on the Wild Atlantic Way on the West Coast of Ireland May 2019.



Part of the amazing collection of Jim Boland in Naas, Co. Dublin.

Living with the Duchess

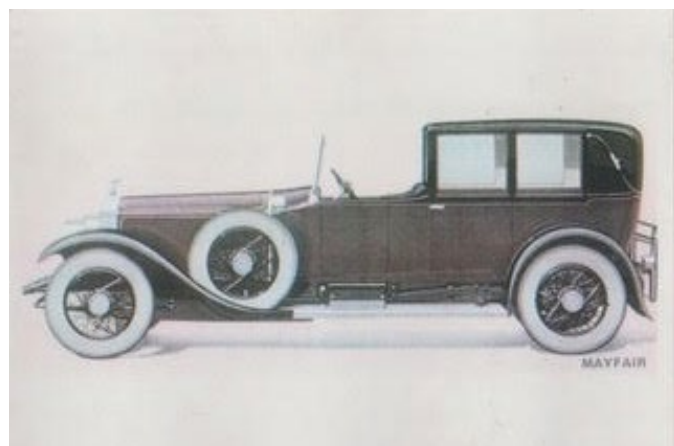
By David Forward

1924 SPRINGFIELD SILVER GHOST 353LF

'Duchess'? Well, Sarah Pearson Duke, married to Benjamin Newton Duke of Sutton Place, NY qualifies as Mrs Duke, and this was her personal Rolls-Royce, given her on Christmas Eve 1924. The Duke dynasty of New York and Durham, North Carolina, could be regarded as USA royalty for their wealth and influence: they owned several Rolls-Royces, bought Charles Rolls' shares in Rolls-Royce, and were consulted before the Springfield venture began. This car, then, has distinguished provenance.

The story of the arrival here and restoration of Mayfair 353LF has been told in *Praeclarums* 2-01 and 4-01. The Duchess took the road again in 1999, and has been successfully rallied in all Australian states. It has been enormous fun and wonderful experience. Really getting to know a Ghost - the model that put Rolls-Royce on the world map and made the marque a household name - has been a great privilege for us.

What is it like to live with a Duchess? The present custodians are now getting creaky with age, unlike the Duchess herself, now in her ninety-fifth year, as spry as ever - and she is always a real beauty wherever she goes, gazed at and loved by everyone.



The magnificent Mayfair coachwork was the top of the range (and expense) of bodies specially designed for Rolls-Royce, Springfield, Massachusetts by Ray Dietrich, co-founder of LeBaron, the leading USA designer of the period. The image you see here was one of the complete set of designs he was commissioned to produce, ranging from tourer to fully enclosed limousines. The Mayfair is an open drive chauffeured limousine, more simply a Town Car, and was the most expensive model. Its \$15,800 in 1924 would have bought three-and-a-half Cadillacs, several Packards, or sixty-four Model T Fords.



The Duchess's 1924 interior is Art Deco in inspiration, as was then becoming fashionable for buildings, furniture and interior furnishings. Open the door into this open-drive limousine's comfortable compartment, wherein dwells milady, and there is a definite Art Deco statement of difference from all previously fashionable design, like pleated leather seat cushions, Bedford Cord interiors, or fussy ornaments as add-on extra features. Everything now is of a unified, simple style, designed to blend into the whole. Everything that in an Art Deco



Here she is: 353LF, as faithfully restored in every detail in 1999.

home is exciting and lively is, in this car, restful: a restrained light grey velvety moquette for seats and vertical surfaces, against a matching grey carpet. One is immediately in the nineteen-twenties of new white houses featuring plain white sides, but also featuring prominent curved sides, large metal-framed windows, clean, open uncluttered interiors with sharply-styled furniture.

In her secure domain in the compartment [the chauffeur's area is not a compartment, being open, half-doored and without side window-glasses] milady has side as well as door-windows to look out from, but has lavender-hued silk blinds she can lower if she wants privacy, or the weather is hot.

All the utilitarian devices are unified in style: window-winders, rug-holder, extendable foot rest, door handles, door-pulls, covered door checks, occasional seats.



And the telephone – yes, no longer a speaking-tube to the chauffeur, but a real electric telephone, in Art Deco simplicity and function. Milady pulls the handpiece on its cord, from its wall-rest, presses its button, the chauffeur hears and responds. She, not her husband, has the telephone: this is her car, with occasional seats for the children.

All the glasses (four windows and the division) have hand-winders. The doors are opened with easy, lockable levers. Only milady has the key to lock and unlock her compartment, the chauffeur's key unlocking everything else - ignition, bonnet catches and toolbox.

There are two vanity cases - that on the right, for milord when he travels with the family from Sutton Place to their country home in Durham, North Carolina. His vanity has an extendable cigar electric lighter, and of course an ashtray. Milady's vanity case on the left (shown here) has compartments for mirror, comb, scent bottles, diary and other lady's essentials.



The crowning feature of the whole compartment is the pair of really luxurious and quite striking occasional seats unfolding out from the division. They are definitely not afterthoughts, but beautifully crafted to blend with the style of the whole compartment. They are the finest occasional seats I have seen on any limousine.

Perhaps the greatest luxury of milady's compartment is its wonderful quietness and serenity, equal to anything experienced today. Springfield's Rolls-Royce Custom Coachwork made superbly comfortable, highly durable and beautiful limousines.

Silver Ghosts - Then and Now, Part Four

By Ian Berg

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

The continuation of the story of all the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia, Victoria (VCCA Vic). See the three immediately prior editions of the Gazette for parts one, two and three.

1912 model - Chassis 2009

This car was originally ordered by Mrs Eliza Hall, best known as benefactor for The Eliza Hall Institute of Research and Pathology at Melbourne University.

The car was originally fitted with a Barker Landaulette body. It was subsequently owned by Otway Falkiner a pastoralist and at one time manager of FS Falkiner and Sons, owners of reputedly the largest merino stud in the world. In 1919 he commissioned a new touring body for the Rolls-Royce by James Flood of Melbourne. The accompanying photo of the car with the later Flood body shows it on an extended tray Reo truck following a broken axle when on a shooting expedition near Deniliquin, around 1929.

In later years it was owned by Fred Miller-Robinson in chassis form, and ultimately was to be restored by Eric Rainsford in South Australia who constructed a Roi-des-Belges style body. Since 2004 it has been owned, used extensively and maintained fastidiously by George Forbes. Most recently it participated in the 2018 VCCA (Vic) Annual Rally to Cape Schanck and various day events in early 2019.



The kangaroo chase ended in a broken axle for chassis 2009 when owned by Mrs. Otway Falkiner. (D Lang)



The big seven litre engine of the Silver Ghost. Nothing beats engine capacity. (Berg)



George and Fiona Forbes are pictured at the RACV resort at Cape Schanck in November 2018. (VCCA Vic)

1912 Model – Chassis 2320E

A Barker touring body was originally commissioned for chassis 2320E and the first owner was Mrs. Henry Richards of Sydney. It then had a succession of owners but at one time was owned by George Lansell who was a prominent gold miner in Bendigo. The Lansell family home, Fortuna Villa is a well-known Bendigo mansion which for many years was owned by the Defence Department.

Lansell had the car rebodied by Cheetham and Borwick as a sedan around 1929, and it was ultimately to fall into disuse. It was purchased by Fred Miller-Robinson

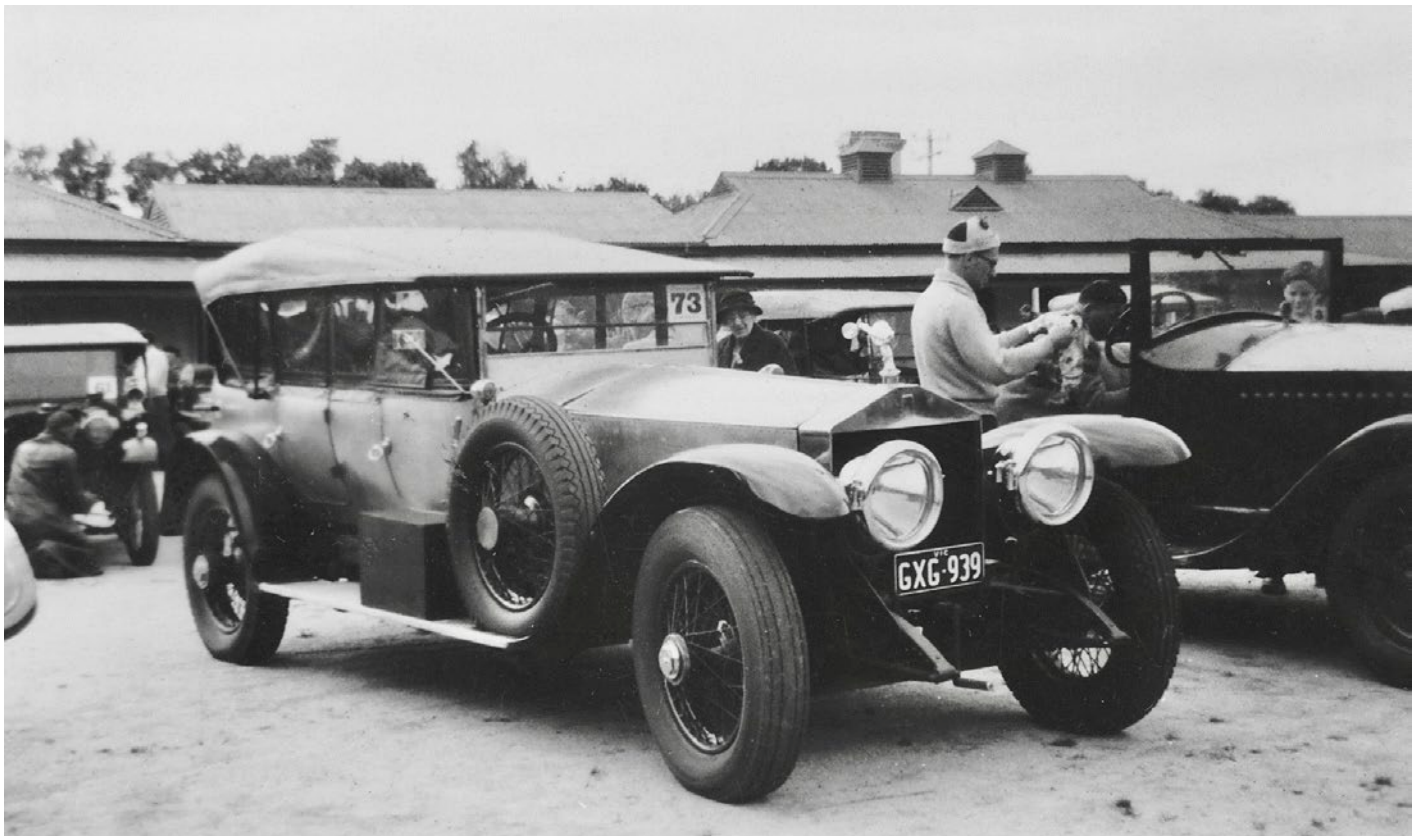


Noel Tishler owned the car in 1984 and it is seen here at the Exhibition Building start of the annual veteran car rally in that year. At this time, it had a red undercarriage, and had been rebodied by Noel. (VCCA Vic)

in poor condition in the late 1950s and he fitted a tourer body from a Vauxhall 23/60. The first veteran car rally it participated in was the 1958 Sorrento annual rally and it shared best restoration of the year with the Markoff Rolls-Royce, chassis 2006. Miller-Robinson sold the car and after a number of subsequent owners it was purchased by Noel Tishler who re-restored the car and built a more appropriate touring body. The car is now owned by Ken Russell who purchased it in 1995.



The car is now owned by Ken Russell and is photographed on the 1997 VCCA (Vic) Annual Rally. (VCCA Vic)



Wearing the somewhat incorrect vintage Vauxhall body, chassis 2320E is seen here at the 1958 VCCA (Vic) Rally. Alongside can be seen Jim Cooper and 40YB, not yet rebodied. The photograph was taken at the Lord Mayor's Holiday Camp at Sorrento. (VCCA Vic)

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

By Ian Berg

The Hordern Ghost - 1913 model – Chassis 2617

Chassis 2617 was ordered by Mrs (Later Lady) Samuel Hordern, of the Hordern retail dynasty of Sydney.

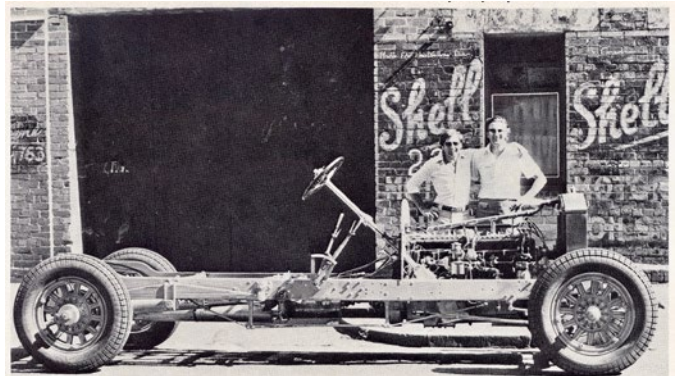
Sir Samuel Hordern had a host of interests and was to become the longest serving President of the Royal Automobile Club of Australia (1910-1912 and 1914-1930).

When new, the car was fitted with a Barker limousine body, and was retained by the family into the 1920s. In 1927 it was purchased by a Sydney firm of undertakers, possibly being used as a hearse. It was later purchased by a collector and stored on a property in Mt. Martha for many years.

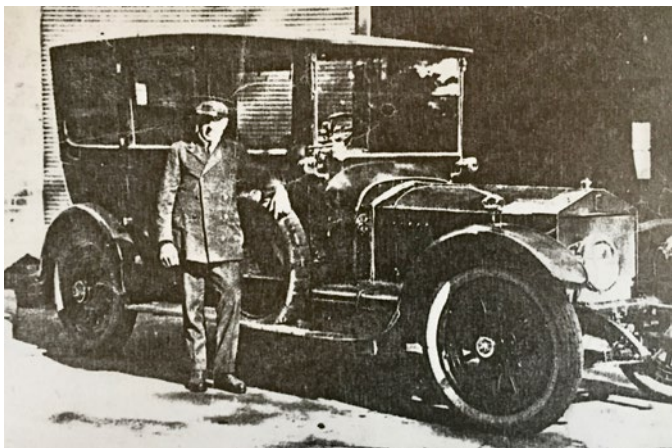
The car, in good complete chassis form was purchased by David Jones and Rob Griffith in 1977. They had the car restored in the UK where it was rebodied by Wilkinson of Derby in the Roi-des-Belges style, including coachwork brush-painted in the traditional manner.

David and Rob participated in the 25th Anniversary VCCA (Vic) annual rally to Ballarat in the car in 1980. A multi award-winning car it won best veteran of the year, VCCA (Vic) in 1981 as well as a number of RROC awards in 1980 and 1981.

The car was sold to the USA in 1985 and has appeared in various collections and auctions since.



Rob Griffith and David Jones are pictured next to the running chassis prior to shipping it to England for restoration. (R Griffith)



When new the car was fitted with a limousine body and is pictured here. (Irwin)



In 1984 the original Silver Ghost AX201 was on display at Government House Melbourne. It is pictured alongside chassis 2617. (VCCA Vic)



Photographed at the Quail Lodge Auction in Monterey in 2014 the Hordern Ghost was at one time in a collection in the Channel Islands. (Photo courtesy Bonhams)

1914 model– Chassis 40YB

Chassis 40YB was to be driven 'in the raw' on the 1958 Golden Fleece Rally by an enthusiastic Jim Cooper.

Jim had been looking for a Silver Ghost since watching the Sandford-Morgan 1910 model gracefully participate in the hill climb event at Anthony's Cutting just outside Bacchus Marsh, on the 1956 rally. He eventually sourced 40YB languishing in a shed carrying later Packard coachwork and sitting wheel deep in mud. Following purchase Jim quickly recommissioned the chassis for its debut on the 1958 rally.

The car originally was fitted with Landaulette body by Flewitt and spent its early years in Melbourne with various owners. In 1930 it was fitted with the Packard sedan body and also Packard disc wheels welded onto the original hubs. It was used as a taxi.



As found by Jim Cooper with the vintage Packard body fitted.

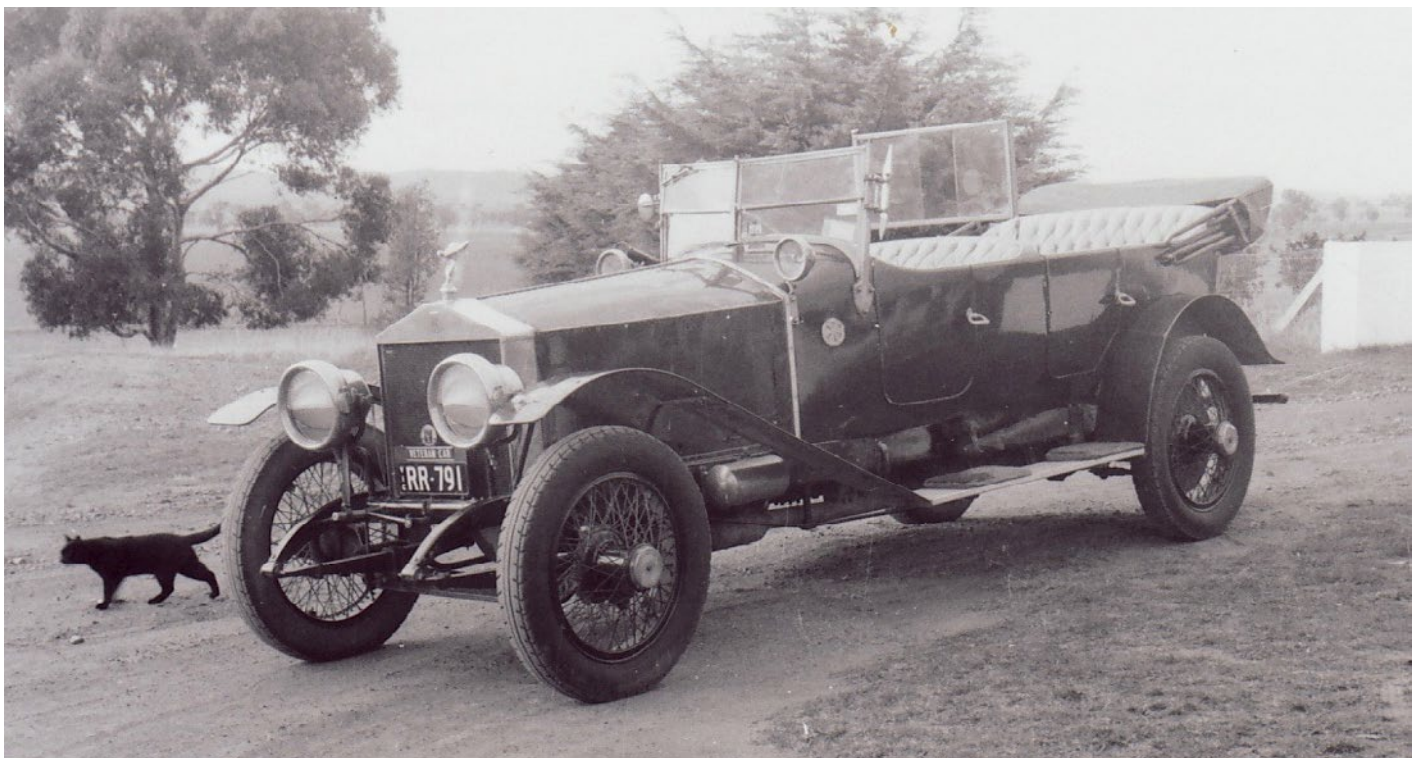
Jim secured a period body from a 1913 Mercedes, coachwork by Waring Bros of Melbourne, from fellow VCCA (Vic) club member Jack Nelson. He fitted this to the restored chassis and in this form he used the car extensively both with the VCCA (Vic) and the RROC.

Together with Fred Miller-Robinson and Chassis 1910E, Jim also undertook the 50th Anniversary Commemoration Run of the top-gear 850-mile London to Edinburgh run. See 1910E description.

Following Jim's ownership, the car went to Sydney and was owned by FL Palmer's Menswear store and used as a promotional vehicle. It was sold to the USA by Rolls-Royce dealer George Sevenoaks to the USA in 1972, re-restored still with the Waring body and used extensively by a California enthusiast for many years. Chassis 40YB was sold at the Goodings and Company Pebble Beach auction in 2009.



The car shown upon removal of the Packard sedan body. In this form Jim Cooper rallied it on the 1958 VCCA (Vic) rally. (VCCA Vic)



Photographed shortly after restoration and incorporating the 1913 Mercedes body. (VCCA Vic)

Pre-war cars seen at the Rolls Royce Owner's Club Christmas function

Photographs provided by Howard Wraight

There were four early cars at the Rolls-Royce Owner's Club Christmas event including a first time out for Peter Crauford's very original 20/25. This car has an interesting history. See the article on page 10 for the story.



Peter and Elizabeth Crauford's 1935 20/25 GBJ68. See feature page 10..



Denis Deasey's 1924 Silver Ghost chassis 122EU.



Anthony and Carolyn 1926 James Phantom I, chassis 60RF.



Noel Barker's 1927 Phantom I, 85RF substituted for Father Christmas' sleigh at the RROC Christmas party which was held at Noel's property at Kilsyth.

Shannons Sale of rare 1939 Wraith

by Ian Berg

The Shannons Summer auction in Melbourne saw a 1939 Wraith exceed expectations, attracting a winning bid of \$190,000. The car was at one time part of the Robert Holmes a Court collection, and had been in the vendor's ownership for 27 years. Coachwork is by Gurney Nutting and it is a very rare Sedan Coupe with wicker side panelling. This Wraith is quite a striking car and has the looks that could well be at home on the lawns of Pebble Beach one day.



Photos courtesy of Shannons

Private Classifieds

SILVER GHOST GEARBOX

Two wheel brake, 1920, believed to be from 28TW which was broken up in the 1940s. Bought by Richard Knight back in the 1960s from the wrecker, believed to have been in Sydney Road, on a 'just in case' basis. Apparently in good condition externally, but after many years out of a car it would need careful evaluation and possibly restoration. For someone needing a gearbox, however, it would no doubt be extremely useful. Offered on an 'as is' basis.

\$5,000 or best offer. Purchaser to arrange pickup and freight from Glen Iris, Victoria.

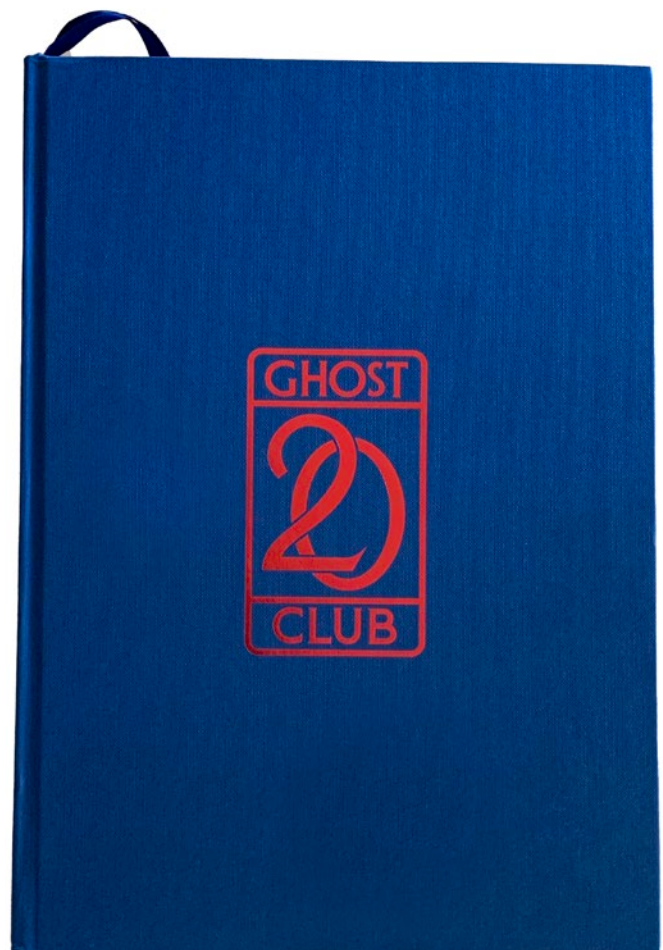
Contact

Dr James Baxter, jamesb613@bigpond.com

Anniversary Book

by Ian Berg

The 70th Anniversary history book has now been issued to financial members. This wonderful bound and sleeved volume is of nearly 370 pages and includes much Australian content. If you have any enquiries regarding the book please direct them to Bruce Humphries.





Will Notaras has a restored 1933 20/25 (chassis GDX11) and a 1921 Silver Ghost 35AG currently under restoration. Both cars were in the long term ownership of Will's late father Angelo, who many members will have known.

Will has joined the 20-Ghost Club recently and forwarded this photo of his very well presented 20/25. We welcome Will to the Club and also look forward to seeing the Silver Ghost, the restoration of which he expects to complete over the next couple of years.



The 1932 Rolls-Royce 20/25, chassis GHW8 was spotted at the Vintage Sports Car Club 2-wheel brake rally last December. It is photographed at the start of the event in the Melbourne Botanic Gardens. Four-wheel braked cars can also be entered, with each entrant paying a 'fine' based on the number of brakes on the car, and with the fines going to charity. It has proven a popular event and is held every year attracting many early cars, veteran and vintage.

The car was sold at a Shannons Sydney auction in March last year and is understood to be now owned by Kevin Kane in Melbourne. It is fitted with a Tony Robinson tourer body. Tony Robinson was well-known in the UK for his touring bodies on vintage Bentleys.