

WINTER 2019
ISSUE 1



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 Ghosts, 20 hp, Phantom I, II and III, as well as models such as the 20/25 HP, 25/30 hp and Wraith.

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

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20-Ghost Gazette

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

Editorial Policy

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

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

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Front Cover: John and Wendy Wagstaff are cruising on back county lane setting in their 1909 Silver Ghost. This is the ex David McPhee chassis 1122, *Quicksilver*. The photo was taken following the RROC Federal Rally at Toowoomba. See full report on page 12.

Coming Events

June 2019	Lunch run Adelaide, SA Date and venue to be advised Rally director: Rory Poland email: polandonhigh@iprimus.com.au phone: 0422 163 827
7 July 2019	Lunch Run to Pakenham Racing Club, Victoria Rally director: George Blenkhorn email: gsblenk@bigpond.net phone: 0429 139 902
11 July 2019	Brian Tanti's workshop visit, NSW Rally director: David Davis email: davidgdavis@lycos.com phone: 0409 719 976
20 - 24 July 2019	Mid Winter Tour Nagambie, Victoria Rally directors: Peter and Elizabeth Crauford email: crauford@bigpond.com phone: 0408 819 980
17 - 22 September 2019	National Tour Creswick, Victoria Rally directors: Bruce Humphries & Richard Shenfield email: Bruce@Humphries.com phone: 0438 987 278 email: rshenfield@bigpond.com.au phone: 0408 364 470
March 2020	Three day run, Victoria Details to be advised
15 - 20th September 2020	National Tour Mt Gambier, SA Rally director: Rory Poland email: polandonhigh@iprimus.com.au phone: 0422 163 827
2021	National Tour Tasmania Rally director: Andrew Bayley email: aobayley@bigpond.net.au phone: 0417 142 779

Brian Tanti's Workshop Visit, NSW - Thursday 11 July 2019

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 concourse 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:

email: davidgdavis@lycos.com

Phone: 0409 719 976

Editorial

By Ian Berg

Welcome to the first issue of The 20-Ghost Gazette, the journal of the Australian chapter of the 20-Ghost Club. For some time many of us, Committee included have felt there has been a need for more frequent communication with the members. The 20-Ghost Gazette is an important part of this communication. We want the 20-Ghost Gazette to include what is going on in the Club, what people are doing and of course the stories associated with our cars and the events that we all enjoy.

Our planning is to issue the journal quarterly and I will be the Editor. I have been a member of the Club since 2015 and have a 1921 Silver Ghost (62JG), 1923 20hp (GF14) and 1934 20/25 (GWE16) as well as a number of other collector cars. But I certainly don't want to fill The Gazette up with my stuff or articles about me. I would like to think of an editor's place as a being that of a clearing house of news and articles from the members. Hence I am looking for your contributions about Club events, other events involving pre-war Rolls-Royce cars, vehicle histories and stories, restorations or technical articles. You can get a flavour of what can be of interest based on what you see in this issue. You can also forward relevant Wanted and For Sale advertisements for cars or parts, so think about that as well.

Because I am in Victoria the content of this issue has a leaning towards Victorian happenings. However the Club is broad and we have active members all over Australia. So if you are out in your car for any event or just a social drive then please take some photos and contribute. I am looking forward to hearing from you in order that we can make this publication as good as it can be. As you can imagine I have reached out to a number of people already and will be doing more of this in the future. I am grateful for their enthusiasm and the support I have received so far. If you have ideas as to what we could do with The Gazette and what you may want to see or contribute then don't hesitate to phone or email me. Even if you are not confident your own word-smithing you can send in a draft anyway and it can always be polished up. Any interesting material and photos will be warmly received.

Chairman's Message

By Peter Crauford

I hope you enjoy this inaugural edition of the 20-Ghost Club Gazette. This quarterly information publication is edited by Ian Berg and will feature items of interest to us all.

A number of interesting and varied events are planned, with a lunch visit to the Pakenham Racing Club on 7th July, followed by the Mid-Winter Tour at Nagambie from Saturday 20th July to Wednesday 24th July. The National Tour based in Creswick follows on 17th to 22nd September 2019. The day runs to Mt Macedon and Tyabb were very well supported and held in very fine weather.

As I have mentioned before we are always looking for people with talent and fresh ideas to join the Committee and also to assist with the running of events. Please let me know if you can assist in any way.

Arrangements are well in hand for the mid-winter tour to Nagambie with some unusual and interesting sights to see and places to go, including a two hour cruise on the Goulburn River and a tour of the fabulous Noorilim house and superb gardens. The word house really does not adequately describe this fabulous mansion. We will also be lunching at Tahbilk where one of our Silver Ghosts was delivered when new. You will also see in our coming events a three day Autumn Tour. Ideas please.

We are basically a touring club and whilst we always encourage the use of our Club cars it is understood that because of advancing years some members may be unable wish to participate in their Club car but can attend in a modern car. Please let me know if you wish to attend in a modern.

The recently retired Chairman of the UK Club, John Stuttard has been hard at work on the history of the 20-Ghost Club and a number of interesting Australian cars will be included in the 70 year book, which should be out shortly

I look forward to seeing as many members as possible at Nagambie in our wonderful cars. Good health and safe driving.

Peter Crauford. Chairman.

Got Anything To Sell Or Wanted?

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

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

Photos can be included too.

RACV/AOMC British and European Motor Show

By Ian Berg

The Rolls-Royce Owners Club of Australia (Victoria) attended the 2019 RACV/AOMC British and European Motor Show in a big way in February.

This event is held at Yarra Glen just outside Melbourne and in 2019 was quite a spectacle. There were many hundreds of cars on display in near perfect weather.

A good selection of pre-War Rolls-Royce cars was in attendance, and I noted quite a few 20-Ghost members with or without their qualifying cars. They included George Santoro, John Reis, Noel Barker, Peter McBeth and myself. I apologise for missing anyone in this, but it was a big day and big display.

Right: The big 1931 Phantom II Sedan De Ville (19JS) belongs to RROC member Ken King. Parked next door is Ian Berg's 1921 Silver Ghost (62JG) driven on the day by Alastair Berg.



John Reis displayed his 1927 New Phantom (44EF) at Yarra Glen. Having purchased the car at Shannon's auctions early last year John has since used it extensively. The car originally had Barker Sedan De Ville coachwork and came to Australia in 1933. It was re-bodied by Martin & King as a seven seater limousine, the body that it retains today. Coachwork features a small sunroof (just detectable in this photo) to enable cigar smoke to vent, and the very attractive Stephen Grebel headlamps. The earliest recorded Australian owner was Mrs Anne Boyd of Toorak. 44EF has had a number of owners and been in and out of storage over the years. It was seen at a 1992 RROC rally in Ballarat.

Flinders Motoring Heritage 2019

By Ian Berg

In a relatively short time the Flinders Motoring Heritage has become an outstanding and popular and collector car display and concourse event. It is held on Easter Sunday, at Flinders on the Mornington Peninsula. Commencing in 2016 it raised \$2,500 for charities supported by the Flinders Lion's Club.

In 2019 it attracted large crowds and hundreds of interesting and diverse cars on a sunny Easter Sunday. The display raised over \$40,000 at the 2019 event, and the car of the Show was won by George Forbes 1912 Silver Ghost chassis 2009. Also seen on the day was the 1927 Phantom New Phantom 44EF of John Reis. This event will be a regular and is well worth consideration for our members.



John Reis' Phantom displays the interesting headlamps made by Stephen Grebel of Paris, and typically offered to high end coach-builders.



Cars included two veterans, my own 1909 2 cylinder Buick which is pictured in the foreground and won Best Veteran, as well as George Forbes 1912 Silver Ghost. Note the chain drive visible on the two cylinder Buick. There were a number of rarities on display such as a 1927 Kissel, as well as the usual classics and exotics. It is a really great day in a delightful setting not far from Melbourne.



The ceremonial cheque made out to Peninsula Health, the major public health care provider for the Mornington Peninsula.

64th Kalorama Rally, 2019

By Ian Berg

Seen at the 2019 Kalorama Rally was this delightful 1923 Rolls-Royce 20hp with original Barker body. It is chassis 59S7 owned by Ian Thompson.

This appears to be a very similar car to Chris White's 20hp GPK1, described in the article on page 18.

Kalorama is held annually in March and has become an institutional day run for veteran and vintage car enthusiasts over many years.

It is held at the Kalorama reserve in the Dandenong ranges, and attracts a large and varied range of early cars.



Mount Macedon Lunch – 14th March, 2019

By Bruce Humphries

Twenty four Members decided to brave the heat and attended a lunch at the Mount Macedon Hotel located in the foothills of Mt Macedon in central Victoria. A total fire ban was declared for the whole of Victoria on that day after searing temperatures and several bush fires were raging in the state. George and Sue Blenkhorn were a late withdrawal in order to stay at home and assist their daughter who was threatened by a nearby fire.

As a result of the extreme heat, most members wisely decided to leave their Club cars in the garage and enjoy the comforts of air conditioning on the road in the near 40 degree heat.

The lunch was organised by John Humphries and Holly Cormie and we were able to enjoy a private dining area to ourselves in what was a very busy hotel on that day.

John and Holly had arranged for members to visit the Stokes Museum and Gardens, just a stone throw beyond the hotel. The museum has a spectacular porcelain collection and a large garden surrounding the house. Unfortunately, the total fire ban meant that the museum had to close for the day.

President Peter Crauford thanked John and Holly for organising a very pleasant event.

Members in Club cars were:

David and Ellen Bailie – 1937 25/30 - GMP79

Peter Crauford – 1925 New Phantom – 10LC

Elizabeth Crauford – 1934 20/25 - GED11

Bruce and Mary Humphries – 1939 Wraith - WHC36

Those attending in modern vehicles were:

Robert and Ann Banks-Smith

James Baxter

Ian and Sue Berg

John Humphries and Holly Cormie

Anthony James and Caroline Kennett

Peter Jordan-Hill

Peter and Barbara McBeth

Gilbert and Nanette Ralph

Richard and Wendy Shenfield

Neil and Glenys Walker



Lineup headed up by Peter Crauford's New Phantom.



Meal time - from left are David Bayley, Nanette Ralph, Anne Banks-Smith, Gilbert Ralph, Robert Banks-Smith, James Baxter and Ellen Bayley.



Bruce and Mary Humphrie's Wraith with a fresh repaint, driven by John Humphries.



Peter Crauford's 1934 20/25 driven on the day by Elizabeth.

The Faded Phantom - Where is it now?

By Ian Berg

In April 1978 the Australian International Veteran and Vintage International Rally was held between Sydney and the Gold Coast. My brother Gordon and I entered our 1930 Buick tourer which as teenagers we had freshly restored. On the way back we stopped at Coonabarabran in New South Wales and visited an old car yard, owned by I believe a John Ryder.

He had a multitude of old cars and parts including many veteran and vintage models, with most grazing

throughout the extensive property. One of them was this Rolls-Royce which appears to be a Phantom or possibly a 20/25, and looking like it was slowly falling to pieces. I do not know the coachbuilder nor do I know anything else about the car, although it does appear to be quite an attractive Sedan de Ville. The real question is what became of it. If anybody knows anything about it please do let us know by contacting the editor.



The car resting beside it is a 1929 Buick Master. This is the model often referred to as the pregnant Buick because of the bulging waist line that was introduced in that year only.



Do you know anyone with a pre-war Rolls Royce?

If you do, would you be prepared to sponsor and invite them to join the Club?

For further details please contact the Chairman or any of the Committee members.

Let's make a concerted effort to grow the membership!

20-Ghost Club Rally to Tyabb, Sunday 14 April 2019

By John Reis

A fine sunny autumn day saw a modest band of stalwart 20-Ghost Club enthusiasts meet at Tyabb, for what was initially to be a visit to the Old Aeroplane Company (OAC) at the Mornington Peninsula Airport, followed by lunch at the Tyabb Packing Shed Antique Centre. An unanticipated last minute modification to our plan saw us become part of an airshow at the local aero club, they in the air, us on terra firma. The flying part of the day was a national "Short Take-off and Landing" competition, a mini Avalon if you like, much noise and activity aloft, and on the ground a surprisingly large crowd of keen locals, aircraft spotters, interested passers-by, and us. On arrival, the square radiators had all the parking officials standing to attention, and we were duly directed to a convenient prime parking area - no chance we would not be noticed. To our surprise there was another large contingent of cars nearby, (mostly BMC, Leyland, etc), MGs of all ages and an interesting assortment of similar British cars. A Union Jack would not have been out of place. And this was the first outing for Anthony Jame's 1927 New Phantom (60RF) after a major engine overhaul at Derby Works. We listened for the clock ticking.

A little behind schedule, we were mini-bussed around to the OAC and our guided tour got underway. Our guides, Stan and Patricia Bailey gave us a most interesting and informative tour of the OAC Museum which contained examples of a Trojan, a Mustang P51 (Australian built, Merlin engine), a Kittyhawk (only Merlin powered in the world), a Vampire, a Tiger Moth and a Harvard. A couple of ex-Army field guns stood nearby, I forgot to ask about test-firing! In a corner, standing quietly was a Wright 33-50, 18 cylinder radial (2 banks of 9), ex B29, a Constellation and a Skyraider. Stan told us to divide 3350 by 18, each cylinder was the equivalent of a 186 Holden engine. The hangar was originally at CAC Fishermans bend and relocated recently to Tyabb. Another Vampire outside was getting some regular maintenance, apparently they have to truck them to East Sale for flying. In the Workshop hangar were 2 Cessnas, 2 ex-Army Kiowa helicopters in for refurbishment and a new life, a replica of the Bell X-1 (Chuck Yeager, "Glamorous Glennis", sound barrier, 14 Oct 47, California). There was also a jet engine of the Frank Whittle era and a number of partially assembled works-in-progress. Stan emphasised the intense



The lineup at Tyabb is headed by Bryan Harper's 1934 20/25, next to the 1922 Silver Ghost of George Blenkhorne and the 1925 New Phantom of Peter Jordan-Hill.

scrutiny of aircraft, the 100 hr inspections, much of which is done for Government, commercial and private light aircraft owners, undertaken at OAC. This is very reassuring for those of us who fly. Our guides were so enthusiastic that if the bus had not turned up we'd still be there listening to Stan .

Meanwhile back at the Airshow our numbers had thinned a bit and our car looked decidedly lonely. Such was the call of lunch most had adjourned to the Packing Sheds and a pleasant outdoor undercover area. We lunched alfresco at the Aero Club taking in the flying events that were in full swing. A little later we adjourned to the Packing Sheds , initially could not see anybody, eventually caught up with our merry band who were just winding up a pleasant lunch. Home uneventfully by 5pm, a good day had by all and we'll do it again sometime. Our thanks to Bruce Humphries for facilitating our access and contacts. Hopefully next time we'll get him to fire up his Tiger Moth .



Taxiing is a Mustang P51 at the airshow



Here we see a Corsair with wings folded



From left is the 1939 Wraith of Bruce Humphries and Anthony James 1927 New Phantom.

Cars and members present incl :

1912 Silver Ghost (2009)

George & Fiona Forbes

1922 Silver Ghost (6PG)

Robert & Anne Banks-Smith and friends

1922 Silver Ghost (70SG)

George & Sue Blenkhorn

1925 New Phantom (10LC)

Peter & Elizabeth Crauford

1925 New Phantom (56MC)

Peter Jordan-Hill & Mark Herbstreit

1927 New Phantom (44EF)

John & Helen Reis

1927 New Phantom (60RF)

Anthony James & Caroline Kennett

1934 20/25 (GAE15)

Bryan & Sheilah Harper

1939 Wraith (WHC36)

Bruce Humphries

Plus:

John Wilson, David Alsop, Richard Shenfield, Gilbert & Nanette Ralph, Peter and Barbara McBeth, Howard Wraith & friends.

Toowoomba Touring

By Ian Berg

The Rolls-Royce Owners Club of Australia (RROCA) have just held their very successful Federal rally in Toowoomba. My son Alastair and I had the opportunity to attend for part of the event along with John and Wendy Wagstaff who had entered their recently purchased 1909 Rolls-Royce Silver Ghost (1122). We met in Brisbane and travelled in a convoy which also included John's 1921 Silver Ghost (143AG) and for something a bit different his 1929 Blower Bentley.

On the Friday we took a scenic route towards Toowoomba from Brisbane through Ipswich, Laidley and then a detour to the historic railway station at Spring Bluff. All three cars behaved superbly as was expected and we arrived in Toowoomba, having enjoyed beautiful country touring in flawless weather. The Federal rally was well underway by the time we arrived, with entrants having had driving opportunities on the Thursday as well as the very popular Dawn Patrol on the Friday.



Alastair Berg with Silver Ghost 1122 at Spring Bluff.



The 1921 Silver Ghost of John and Wendy Wagstaff, following some serious polishing of the aluminium body and prior to the Toowoomba tour.

Saturday weather started badly with so much rain that we decided to limit our driving and chose to visit the first class Cobb and Co. Museum. It also happened that the Lost Trades Fair was being held that day on the soggy museum grounds and that was particularly interesting. For the rest of the day some minor vehicle maintenance was attended to so that we would be fit for travel over the next part of the trip.

The Rolls-Royce Owner's Club then held their major display day at Queen's Park on the Sunday and this included a 'Carnival of Cars' with many other clubs in attendance. The weather was by this time back to great, and it was an excellent day overall which was well attended by enthusiasts and the general public. Particularly encouraging to see were the many pre-war Rolls-Royce cars in attendance and the 1909, chassis 1122 took pride of place at the RROC marquee. Even though we were only at Toowoomba for a couple of days the rally clearly was a great success overall and I really want to congratulate Frank Carroll, the Queensland State President and the entire Rally Committee for the success of the event.



Nope, it is not a Rolls-Royce, but a 1929 Blower Bentley - what a car!



A coffee break at Dayboro, a very indirect way back to Brisbane. This part of Queensland is wonderful touring territory.

Toowoomba Touring (Cont.)

By Ian Berg



The Bentley and the Silver Ghost were very much at home on the country roads.



Brian Goodall's 1925 Phantom 117MC at the Toowoomba display.

Early Sunday afternoon we headed off and the plan was to drive 1122 and the Bentley Blower to John and Wendy's farm in the Moreton Bay region north of Brisbane. The 1921 Silver Ghost, 143AG as planned returned to Brisbane under the care of Brian Mcmillan and his partner Sheila. Once again our drive, and the country was fabulous. We alternated drivers to ensure all had the opportunity to contrast a veteran Silver Ghost with a Blower Bentley, and yes they are very different. The Silver Ghost, chassis 1122 is a much lighter car than the later Silver Ghosts and the three speed transmission was absolutely fine for the conditions with excellent gearing. It kept pace very well and we were traveling typically at about 65-80km per hour. The car is very comfortable and easy to drive. Considering the car's age (110 years) it is amazing. The Blower Bentley on the other hand is always searching for an opportunity to prove itself on every stretch of open or windy road but given the roads, the fact we were travelling with an earlier car and not to mention the value of the Bentley we chose restraint. This car too is however a delight to drive and not at all difficult apart from heavy steering at parking speed. One minor hiccup did occur with an electrical problem delaying us for a while. This meant some night time country driving in a 1909, and a 1929 model car while we found the property in the dark. That was interesting!

Following an overnight stay we returned at a leisurely pace to Brisbane, securing the cars in their home garages after another excellent drive. The few days that we had with these cars and the company we enjoyed was a wonderful experience for Alastair and I, and really does underscore the appeal of this hobby and why we are into it.



1925 New Phantom 78MC was displayed by Oldtimer Australia and is for sale.



Mark Jansen's 1923 20hp chassis 67H8



The display day was in excellent weather and attracted a lot of public interest.



Graham Singers' delightful 1921 Silver Ghost 76JG.



The 1932 20/25, GHW75 of David Axe with a Vanden Plas coachwork.

Toowoomba Touring (Cont.)

By Ian Berg



Boattail! George Forbes 1926 20hp GOK74.



Frank Carroll's 1927 Phantom 39LF. Frank is President of the RROC Queensland.



Mick Matheson 1924 Silver Ghost, 64EU.



Ken Folliot, 1936 25/30, chassis GGM3.



The profile of Martin Glynn's Phantom III.



Elegance! Martin Glynn's immaculate 1938 Phantom III, 3DL146.



Greg Dunstan's 1926 20hp GHJ37.

Christopher and Rita Whites' Rolls-Royce, Part One

By Chris White

Background to the Rolls-Royce 20

Most readers will be aware of the Rolls-Royce Silver Ghost (1907 to 1925) but don't know how the Rolls-Royce "Twenty" came into existence.

By the end of the Great War (1914 to 1918) British society was changing. Many men had experience driving and motor vehicles for the first time, with many professional and business men wishing to drive a car for themselves

Car design was also starting to change at a rapid pace with many manufacturers' still having models that were very "Edwardian" in design. This included Rolls-Royce, despite the 40/50 still being an excellent vehicle, progress was starting to affect the sales of the only model offered by the company, the "Silver Ghost".

In fact, there was a surplus of these chassis after war and has been pointed out by Ian Irwin, many were sold to the British government to be made into armoured cars, a role which they did so well during the war.

The company realised that at least for the short term another vehicle was required as a "stop gap" until a new replacement for the Silver Ghost could be produced.

Work commenced on a new small Rolls-Royce in about 1920 to address this issue and as a way of introducing the motoring public to Rolls-Royce brand and promote greater ownership.

If you are interested in a full and detailed history of "The Rolls-Royce Twenty". I would recommend reading the excellent work done by John Fasal who published this book in 1979 and is a "must have" book if you are a "Twenty" enthusiast

Production commenced in 1922, the first version had two-wheel brakes, and three speed gearbox and coil ignition only.

Royce examined many other vehicles by other manufacturers to come up with a design that was worthy to carry the Rolls-Royce name.

However, when it was released, it received quite a great deal of criticism from the motoring press and public as it was "too American" in design with only a centre three speed gear change (no right-hand gear change being the "proper" location in a British car and two-wheel brakes only!)

Despite this it sold very well and was out selling the larger 40/50 'Ghost'.

Production lasted until 1929 when the model was updated to the 20/25 hp. During that time a total of 2940 were produced with approximately half that number still in existence today.

In 1925 due to much pressure an update of the "Twenty" was announced. This included a four-speed gearbox,

four wheel brakes a slightly wider track and dual ignition via magneto back up.

Our chassis GPK1 was the first off the production line in 1925 and therefore is the oldest in existence

More about this car later.

For readers' information, about 125 + "Twenties" came to Australia either new or later as secondhand cars. According to local Rolls-Royce "Twenty" expert, Bob Clarke most can be accounted for and about half a dozen or so have been broken up or destroyed. This includes GNK 86 which was the last three speed, two-wheel brake chassis to come to Australia. It was restored in the 1970's but was destroyed by fire in 1990; I purchased the remains to assist with the restoration of Rolls-Royce 78 A1.

Our involvement in vintage cars and Rolls-Royce 20 HP

I first got involved with vintage cars in 1969 at the age of twelve and purchased the remains of a 1927 Austin 12 that I had back on the road in 1978 in between at secondary school and Teacher's College. Being a glutton for punishment, I also purchased in 1977 the very, very sad remains of a Veteran Dodge Roadster which was driving a saw bench at the time.

On completion of my studies, I was offered a teaching position in Melbourne and the restoration of the Dodge came to a standstill.

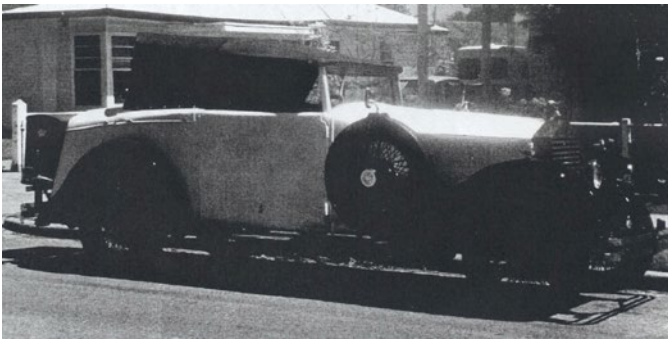
On one weekend whilst in Melbourne, I did the early "eighties" tradition of going in the city to buy "The Age" to see what Veteran and Vintage vehicles were on offer.

To my surprise there was a Rolls-Royce 20 hp for sale, but knew not much about them only the "Silver Ghost".

I thought I would enquire and rang (no answer only land lines then) I was able to get on to the owner and arrangements were made to view the remains, which I did after attending a swap meet on the Sunday.



Chris purchased Chassis 78A in 1982.



GNK86 prior to being destroyed by fire in 1990.

It was very sad and incomplete with many parts being removed from it in the mid to late "sixties". Anyhow it was a "Rolls-Royce" and not listening to wiser enthusiasts I purchased it in 1982.

Despite no internet and lots of searching some progress was made including the new tourer body frame. Restoration of instruments, some items plated and restoration of electrics.

Progress was very slow as I was also restoring the Veteran Dodge. A decision had to be made on what car to restore first, as the Dodge was further advanced, we persevered with it and the "Twenty" was put "on hold", but not the search for parts which continued.

The Dodge was at a stage where much money was required and I also got married! Everything stopped to do with cars as there were other priorities. The Dodge got finished after having it for thirty years in 1998!

We were also finishing the major restoration of our future period home in Apollo Bay.

By 2010 after car restorations and house restorations, did I have the time and enthusiasm to finish 78A?

A long-life friend and very serious collector had approached me a number of times to buy my Dodge. My answer was always NO!

However, to shut him up. I put a ridiculous price on it, and to my surprise he agreed to buy it. I was not expecting this and said I would think it over. He suggested that I could use the money to finish 78A1.

After discussing with my wife and with retirement approaching, I did not want to spend more years restoring another car. The answer was I would only sell the Dodge and 78A1 if I could find a restored, up and running Rolls-Royce 20 hp.

The criteria was, it had to be usable and it had to have open tourer or two-seater coachwork. I was not interested in buying a rebodied "thirties" sedan which would be "a gutless wonder" a term that was used until recently to describe "Twenties" that had been bodied with too heavy coachwork.

The discovery of GPK1 a world away

I started to get serious in searching for the right car, but here in Australia there were none available in tourer or roadster form. I had no preference whether it was a two- or four-wheel brake model as long it was an open car.

I was hoping to find a Baker Barrel type like John Reis had (now belonging to Roger Warburton in Hamilton who also brought my 78A1 and my Dodge!)

There was no luck, some in the United Kingdom, but prices were too high for what was on offer.

After searching on the internet, I came across GPK1 which was being offered for sale by a dealer in New York.

At the time I didn't know the chassis number, but noted the UK registration number which was on the car YL-2121. This number seemed to be familiar to me and after looking through Fasal's book which lists every chassis ever built and in some cases the original registration number I found it, the first production model of the "India" series. I contacted the dealer via email and asked him to send more photos and confirm the chassis number, which was GPK1.

After I received this information and photos of the car I was very interested in purchasing it. This was subject to finalising the sale of the Veteran Dodge and then on the condition I could get import approval from the Australian Government.

The photos received look quite good, but one still has to be a little cautious. From what I could see it looked quite good except for the 1950's retrim, broken tail lights and the smaller 20 inch wheels (instead of the 23 inch type).

I thought we might fly over to inspect, but at the time this wasn't possible. A price was agreed and a deposit was paid on the condition of approval to import was given. We didn't want to buy a vehicle which we couldn't bring into the country.



Chris found GPK1 in the US following an internet search.

Christopher and Rita Whites' Rolls-Royce, Part One (Cont.)

By Chris White



GP1 at the car dealer in New York. Note the original UK number plate YL-2121, a number it carried when new.

Having never imported a car from overseas, I soon discovered that there was a lot to consider. The best option was to find a reputable shipping agent who could handle all aspects of the process. After much research I settled on an agent based in Castlemaine in county Victoria.

We met with him and were advised that the best option was to have it sent out in its own shipping container, not "roll on roll off" which means sitting in the ship unprotected or in a multi car contain as cars are often damaged due to rough seas.

We were also advised that there would be the agents fees, customs fees port charges GST on everything, plus luxury car tax on an old car due to its price. The other issue was the exchange rate Australian Dollars to US, at the time one AUD to sixty eight US cents

We were also advised not to undervalue or to try and deceive authorities as this can often lead to the car being seized and total loss without compensation.

At the end we had paid a considerable to the Government, shipping agent plus other charges.

The car arrived in North Altona and had to be collected within 48 hours or a daily storage fee would be required to be paid. Once cleared a flat tray truck was organised to collect it and bring it back to Keilor Downs. On inspection the front guard had suffered minor damage, so I wasn't happy as nobody would admit to it and the

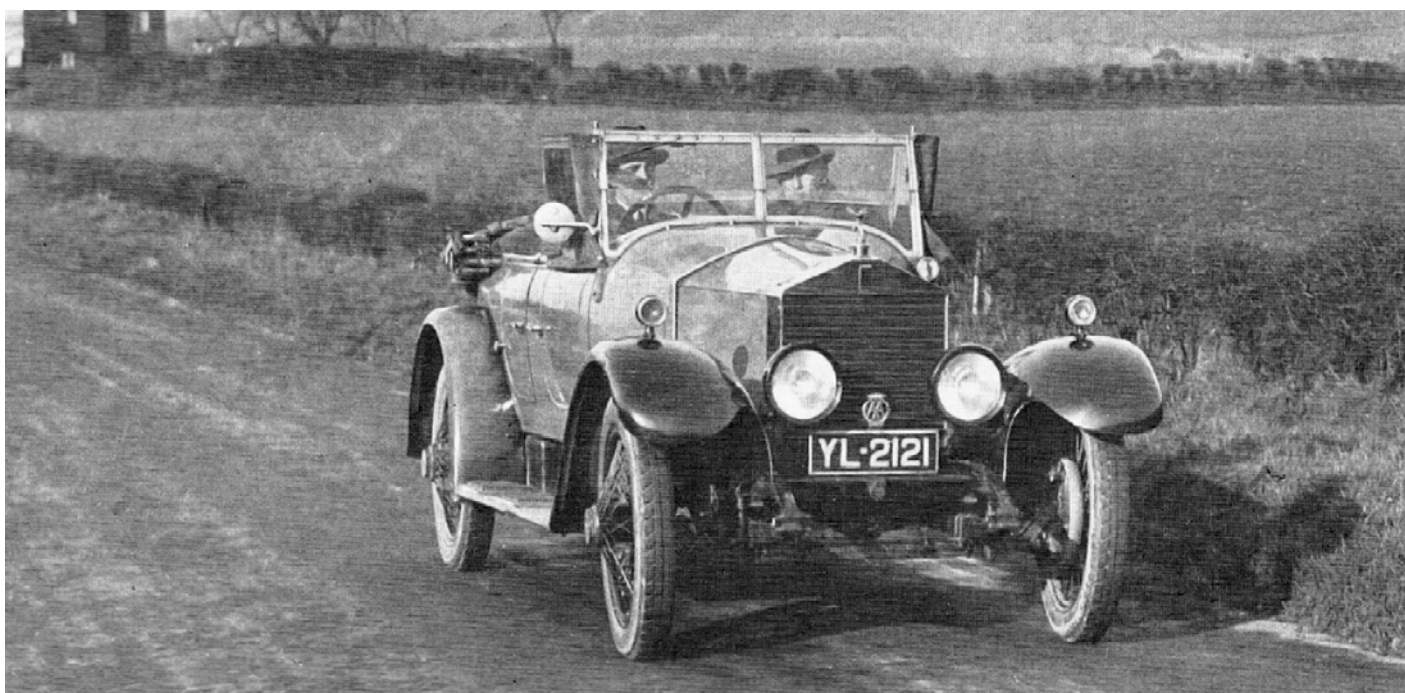
insurance excess was more than the cost of repairing damage. The other issues was I could hardly get into the car, this wasn't due to an increase in my weight, but at some time (probably in the 50's or 60's) the seat being moved very close forward, height of the seat lowered and the height of the windscreen also had been lowered. This wasn't picked up prior to purchase. I expect this was done to give the car a sportier look by a person who was no taller than about 5ft 3"

Getting the car back on the road for some enjoyment?

Once the car was delivered a closer inspection was undertaken. All fuel and fluids had been drained and the battery was flat. It was decided to go over it and replace with Penrite lubricants; fresh fuel and either re charge the American Marne type battery or replace it.

I was a little uncertain if I had covered everything (extra starting information was in the side pocket from the Vintage Car Garage in the USA who had worked on the car).

After ringing Bob Clarke and asking for anything else I should know, Bob offered to come down and help getting it right for the start up. A very generous gesture on his behalf, a date and time was arranged. He gave me two days of his time and experience, plus a one to one tutorial on servicing and maintenance.



Our car GP1 Barker tourer the oldest of this model in existence, was Rolls-Royce motor company demonstrator and was the first production model of this series to be fitted with the new four speed gearbox and four wheel brakes UK registered YL2121, was tested and featured in "The Autocar", in an article entitled "An Ultra-Refined Six".

The time came to start the car and I was shown by Bob how to set the controls and the procedure required. After a couple of turns on the crank handle, ignition on the starter was press and she was running.

Bob and I drove it out of the garage and drive, we then went around the block it gradually kept improving and with a couple of adjustments it ran extremely well. He claimed that it was "the fastest Twenty he had ever driven"

He believed that a great amount had been spent the motor (see Steven Braddock's article written in 1996 for the Rolls-Royce Club of America)

Over the next few weeks further work was undertaken to get it ready to be put on Club permit.

This included; repairing rear divers helmet tail lights and replacing missing and cracked lens, adjust the brakes and brake light, make the non original Lucas electric wiper operational (until I could replace with the original vacuum "Lucas" type).

Once this was completed it was taken to get a RW certificate which would enable it to be placed on club permit. The customer service officer asked me about the car and said take the plate number as it ended with the same year as the car (5-025).

At this time I thought this would be OK, but also found out the Victorian rights to the combination YL-2121 (same as the original UK registrations) was available, so I brought the rights to these plates and will place it on it some tie in the near future.

Some rallying and events in the car

It was now time to use the car on short trips to see if there were any problems. This involved runs no more than 20 miles from home until we had confidence in the car. First runs OK then fuel issues, vacuum tank not sucking, fixed, another time a flat tyre.

We then entered in the annual Hamilton Queens Birthday Rally we trailered there as it was 180 miles there and back. The car went well, however we did have carby and fuel issues. This was due to the tank being drained prior to shipping to Australia, with the new petrol stirring up old sediment causing blockages.

This was sorted out and no more problems. A few more local runs were undertaken and we were approached to take it on the 80th Anniversary of the Great Ocean Road, which was limited to 32 pre war cars.

To be on the safe side I had a specialist vintage Rolls-Royce company check it out to make sure it would complete the seven day tour from Melbourne to Port Fairy and back. My mate also entered his 1929 Packard. Both cars performed well and easily cruised at 50 mph. The only issue was on hot day some overheating occurred due the shutters not working properly.

The other issue was I hated driving it because the seating position was "killing me" it now was clear that I couldn't use it on long trips with the current seating up and the hood could not r be erected due to it being too low and m y head hitting the top bow. Rita was not happy at having the hood down all the time in extreme weather conditions. Something needed to be done.

Part 2 of the story will be included in the next issue of *The 20-Ghost Gazette*

Book Review: Mr Radley Drives to Vienna, by John Kennedy

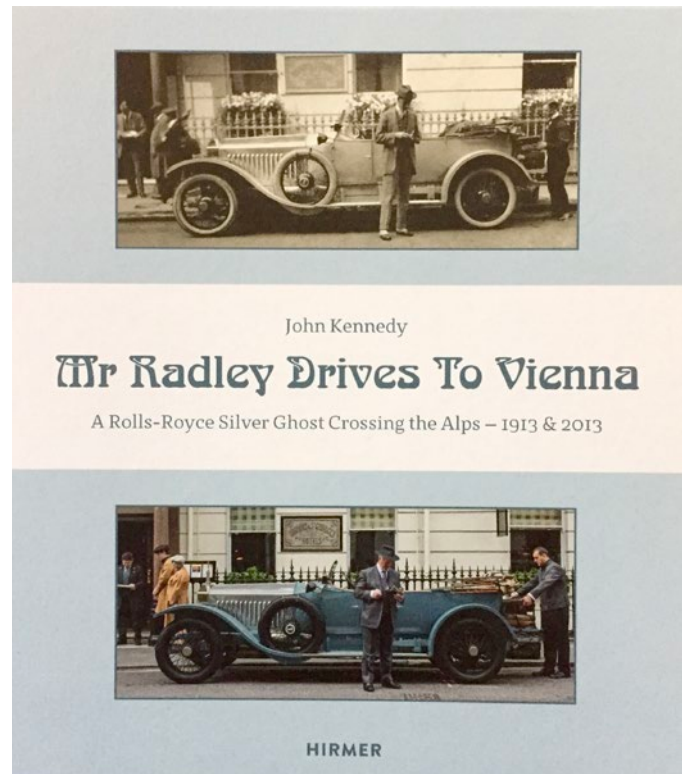
By Ian Berg

There is no shortage of books on Rolls-Royce but this one has a real point of difference. Mr Radley Drives to Vienna was written following the centennial recreation of the Silver Ghost crossing the Alps for the 1913 Austrian Alpine Contest. The centennial event took place in 2013, exactly 100 years after the original adventure - and in exactly the same car.

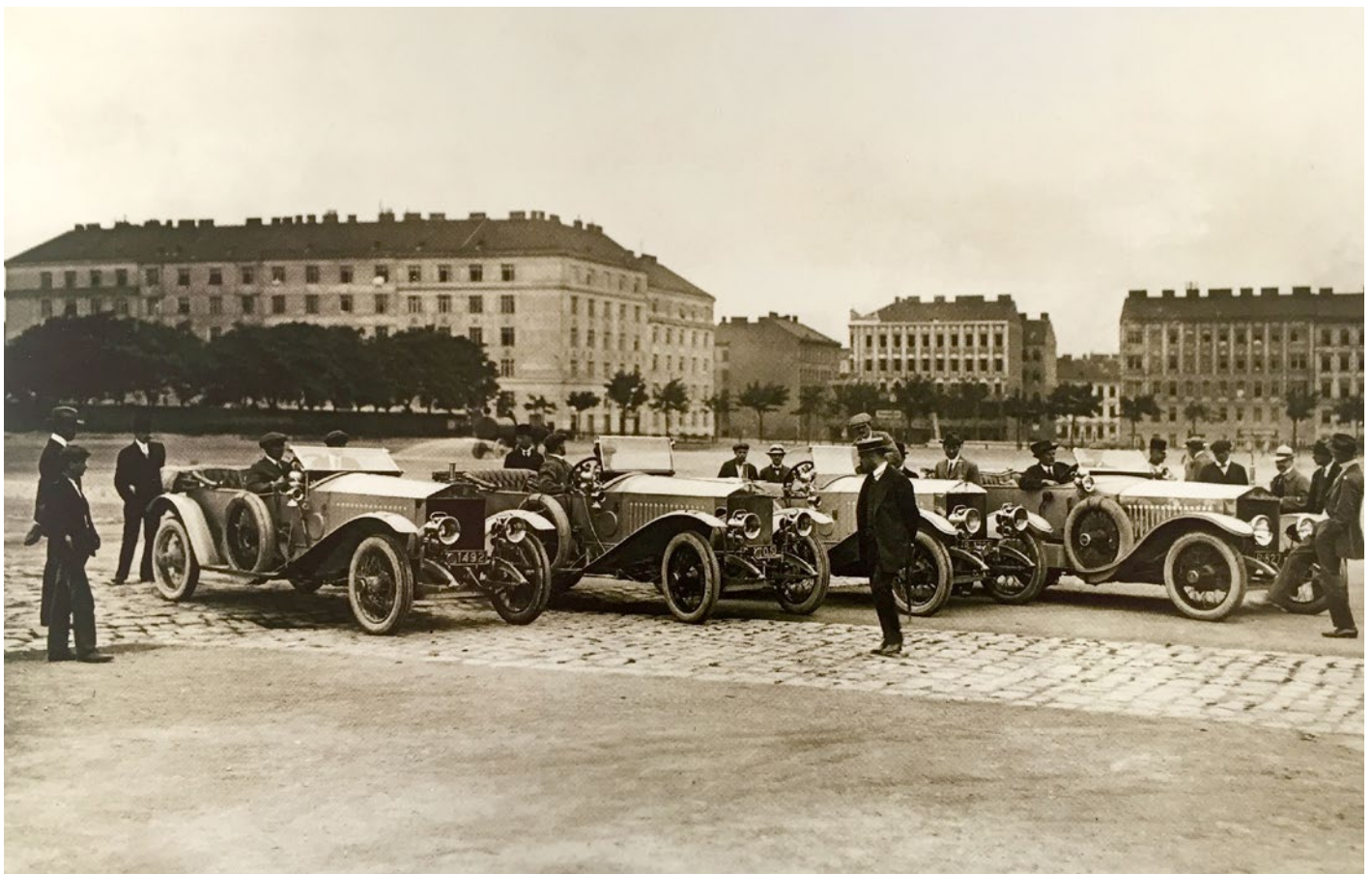
John Kennedy was able to acquire the original Radley car that entered the 1913 event. What is remarkable however is that John's research surfaced a photo album of Reginald Hooton Hope, an amateur photographer who had recorded the original event. Hence John in 2013 was able to recreate as far as possible the event including images of the car and setting as it was in 1913.

The book outlines the background to the Alpine event, the Radley car and also how John came across the album. It is rich in photographic content and includes many of the the 2013 images alongside the original event images in the same location.

It is refreshing to see a book like this that combines contemporary interest in the car and its adventure, together with a comprehensive record of the original event. The book was published in 2015 by Hirmer and is readily available on line. A great read!



The cover shows the Radley car parked in front of Brown's Hotel in Albemarle Street in both 1913 and in 2013.



The Vienna departure point for all the Rolls-Royce cars prior to the 1913 Alpine event. Mr Radley Drives to Vienna includes numerous high quality images of the original event.

Silver Ghosts - Then and Now, Part One

By Ian Berg

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

November 1956 was a period of great excitement in Melbourne. The Olympic games were being held from November 22 to December 8, and the city was abuzz. There was also an exciting event for veteran car enthusiasts planned to be held on the weekend of November 17 and 18. This was the first of Golden Fleece rallies of the Veteran Car Club of Australia, Victoria (VCCA Vic). It was to take place just a year after that club's establishment. The rally, starting at the South Melbourne Town Hall and overnighting at Ballarat, established the tradition of the two-day annual veteran car rally. It has been held every November since, with sponsorship moving to the RACV in 1962. It was the 1956 rally that also encouraged a lot of interest in veteran Rolls-Royce Silver Ghosts, that were to become a feature of the VCCA (Vic), and the Rolls-Royce Owners Club (RROC) in the early years of these clubs

The 1956 rally attracted 32 interstate entrants amongst the 89 cars, including Gavin Sandford-Morgan, who in his freshly restored 1910 Rolls-Royce Silver Ghost drove across from Adelaide for the event. The Rolls-Royce, chassis 1425 so impressed Fred Miller-Robinson and Jim Cooper who witnessed it at the event, that they were determined to seek out a Silver Ghost for themselves. And they did, hence becoming active participants in both veteran car rallies and those of the RROC, the Victorian branch of which was to be established in 1957.



The Silver Ghost chassis 1425 at the 1956 Veteran Car Club rally.

In the veteran car rally held in 1957, also destined for Ballarat two Silver Ghosts entered being Adrian Garrett's 1907 and Maurice Markoff's 1910 (chassis 1334). Fred Miller-Robinson was to first enter a Golden Fleece rally in his Silver Ghost in 1958 as was Jim Cooper in the 1914 model, chassis 40YB albeit in

chassis form only. Through the late fifties and early sixties, the Markoff brothers had four Silver Ghosts entered in VCCA (Vic) rallies, Miller-Robinson was to have two, Jim Cooper one and chassis 1425, the Gavin Sandford-Morgan car was subsequently acquired by Reg Hunt who became an active participant. Others too were attracted by the presence, power and reliability of these half century old Silver Ghosts and in 1959 the group was joined by Claude Reilly. For the 1959 rally a 1911 Silver Ghost was even declined entry, as was reported by Herald Sun motoring journalist Keith Dunstan who accompanied the rally. Although the car was described as 'beautiful' it was not considered an appropriate entry by the then VCCA (Vic) President. It was a hearse. Dunstan went on to describe Reg Hunt's Silver Ghost in great detail and commented that the rally was 'thick with Roll-Royces'. He was right, in this period Rolls-Royce Silver Ghosts were very prominent. The 1960 veteran rally to Sorrento was to have a record seven Silver Ghosts entered.

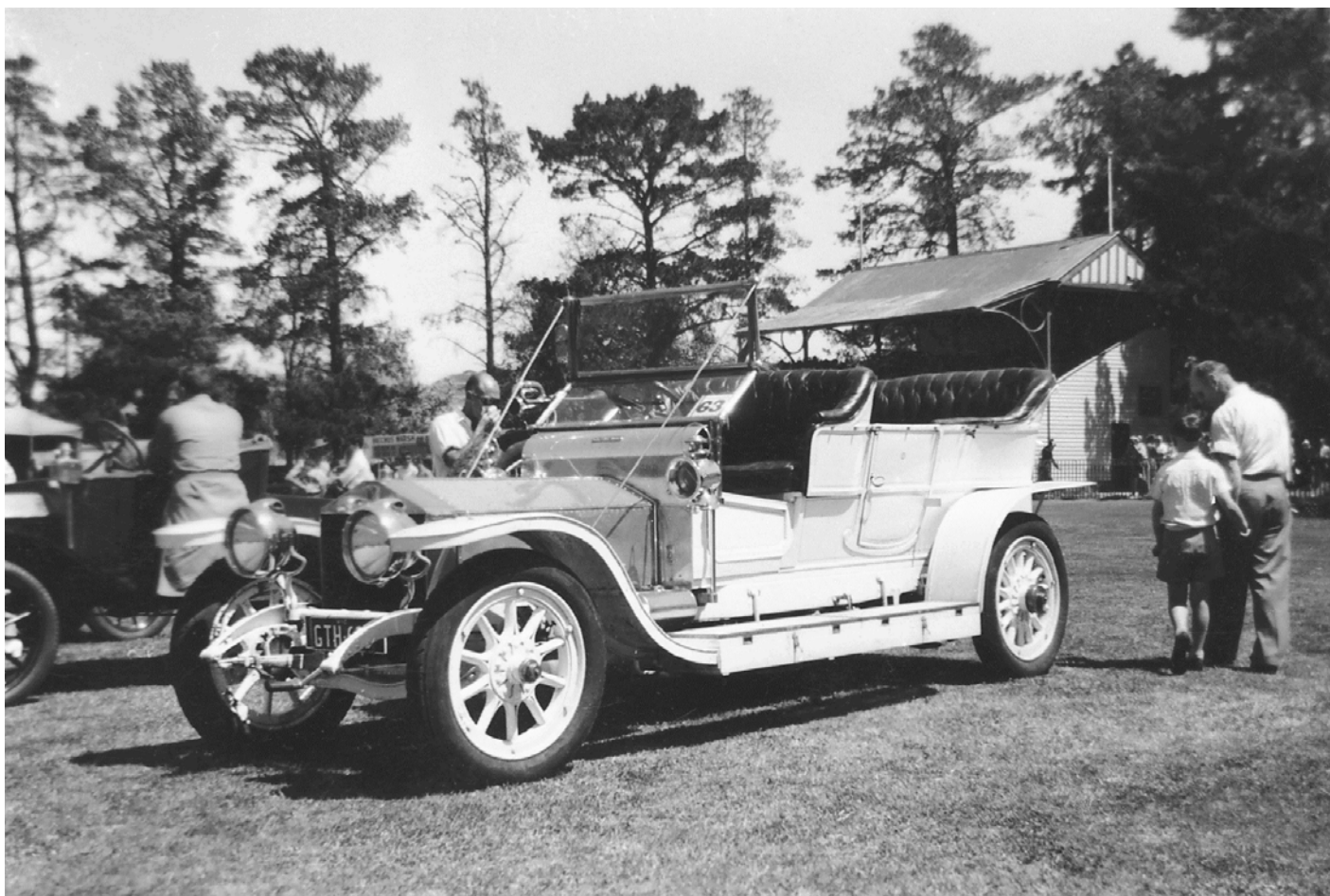
Over the years there have been some 17 veteran Silver Ghosts that have been a part of the VCCA (Vic) that I am aware of. Most owners have also been members of the RROC of Australia. While many of these cars no longer reside in Australia, they all have a story to tell. This article, a five-part series is about these veteran Rolls-Royce Silver Ghosts. Vehicle information is presented in order of the date of chassis manufacture, and by reference to the Rolls-Royce chassis number. Silver Ghosts, or model 40/50's as they were originally designated were manufactured from 1906 through 1926, all having a unique chassis number and factory records (chassis cards) still exist from when they were new.

Information for the article has been compiled from the VCCA (Vic) archives including early Newsletters and Brass Notes, and also the extensive Sir Henry Royce Foundation of Australia archives. Praeclarum, the journal of the RROC has also been a source of information. Important data has been sourced from the authoritative volumes *Rolls-Royce and Bentley in the Sunburnt Country* by Tom Clark and David Neely, and *Silver Ghosts of Australia and New Zealand* by Ian Irwin. These books provide meticulous records of not only the subject vehicles of this article but numerous other Rolls-Royce cars that have been in Australia. The VCCA (Vic) history *Dementia Prodest*, also provides additional information.

And now for the disclaimer! The article is based on a compilation of information from a host of sources. Considerable effort has been undertaken however no guarantee can be provided as to its completeness or accuracy. If readers can add anything more to these stories, or have additional information, I would love to hear from you. I do also thank Robert McDermott for his review of this article.

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

By Ian Berg



Adrian's 1907 Rolls-Royce, the White Ghost, shown at the lunch-stop on the 1957 Golden Fleece Rally held at Ballarat. (VCCA Vic)

The White Ghost – 1907 model – Chassis 60588

While not strictly a VCCA (Vic) car, Adrian Garrett did participate in the 1957 Golden Fleece Veteran Car Rally to Ballarat in his very early Silver Ghost.

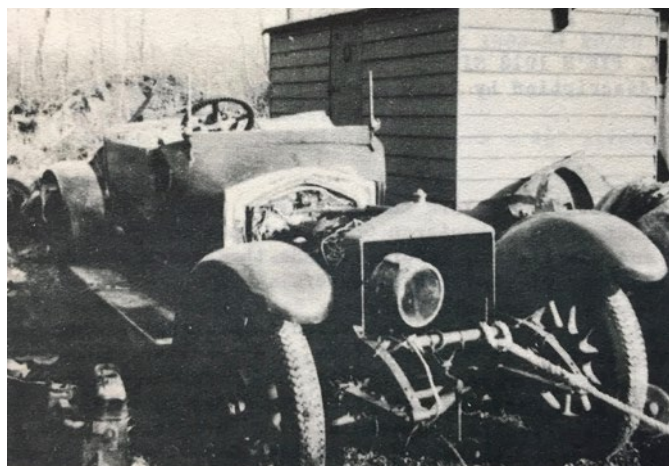
Adrian purchased chassis 60588 from an English wrecking yard in 1952, for £35. He then restored it using coachwork from a veteran Gladiator, this body having been purchased for £6 from another yard.

The car arrived in Australia as a result of a work transfer and while Adrian was in here he used it extensively. This included the 1957 veteran rally to Ballarat. Famously on that rally (at least within veteran car circles!) Adrian raced Hugh Guthrie in his 1916 Stutz Bearcat while on Ballarat Road. The Stutz won by a minute margin, and the success was reported by the Sun News Pictorial the following day by a journalist who had been following the encounter. The Silver Ghost however excelled on the same rally by winning both the Cold Start Competition and the Hill Climb event.

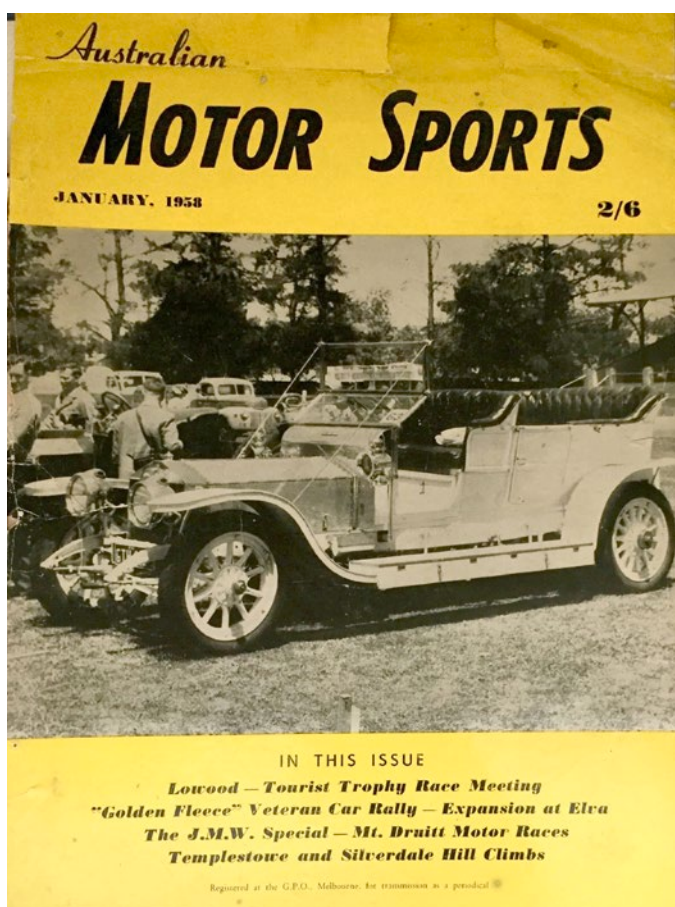
Earlier in 1957 Adrian had participated in a 50-year celebration of the Silver Ghost, an event held in Buxton in the UK. Along with the original Silver Ghost (AX201) which was owned by Rolls-Royce, he is pictured with the car in front of the *Cat and the Fiddle* hotel, the exact location that in 1907 the original Silver Ghost and three

other model 40/50's as they were known, rested during the 1500-mile RAC Trial. The same cars also can be seen in another photo at the exact same location in 2007 for the centenary event!

The actual chassis number 60588 is now thought to have been misidentified. However, Adrian's car, often referred to as the 'White Ghost' is clearly one of the oldest Silver Ghosts remaining. It now resides with him in New Zealand.



The car, as found in a breakers yard in 1952. Adrian was also looking at an Austin 7 but at 50 pounds considered it too expensive, purchasing the Rolls-Royce for 35 pounds. (Garrett)



Australian Motor Sports of January 1958 ran an article on the Golden Fleece Rally and the front cover featured the Silver Ghost.



In June of 1957 Adrian's car re-enacted the original trial and is pictured at the 'Cat and Fiddle Inn' alongside AX201. (Garrett)



In 2007 a centenary re-enactment was held and once again Adrian attended in his car. (Garrett)



The 1916 Stutz of Hugh Guthrie which challenged the Silver Ghost of Adrian Garrett in the 1957 rally. (VCCA Vic)



The original Silver Ghost, AX201 is pictured at the 'Cat and Fiddle Inn' Buxton in Derbyshire in 1907 on the RAC trial. (VCCA Vic)

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

By Ian Berg

1909 Model – Chassis 60922

This is the oldest complete Silver Ghost to have been unearthed in Australia and was purchased by Fred Miller-Robinson and Harry Markoff in 1963 from a Camberwell backyard.

The original owner of 60922 was Charles Howard Angas a pastoralist from Augusta, South Australia. He purchased and used the car in Great Britain before shipping it to Australia. The Angas family owned a number of other notable cars of the veteran era as well as a number of Rolls-Royces. An interesting side to the story is that Charles Angas was the great grandfather of VCCA (Vic) and 20-Ghost Club Chairman, Peter Crauford's wife Elizabeth, and a photograph of the car when new exists, parked in front of the original coachbuilder's premises.

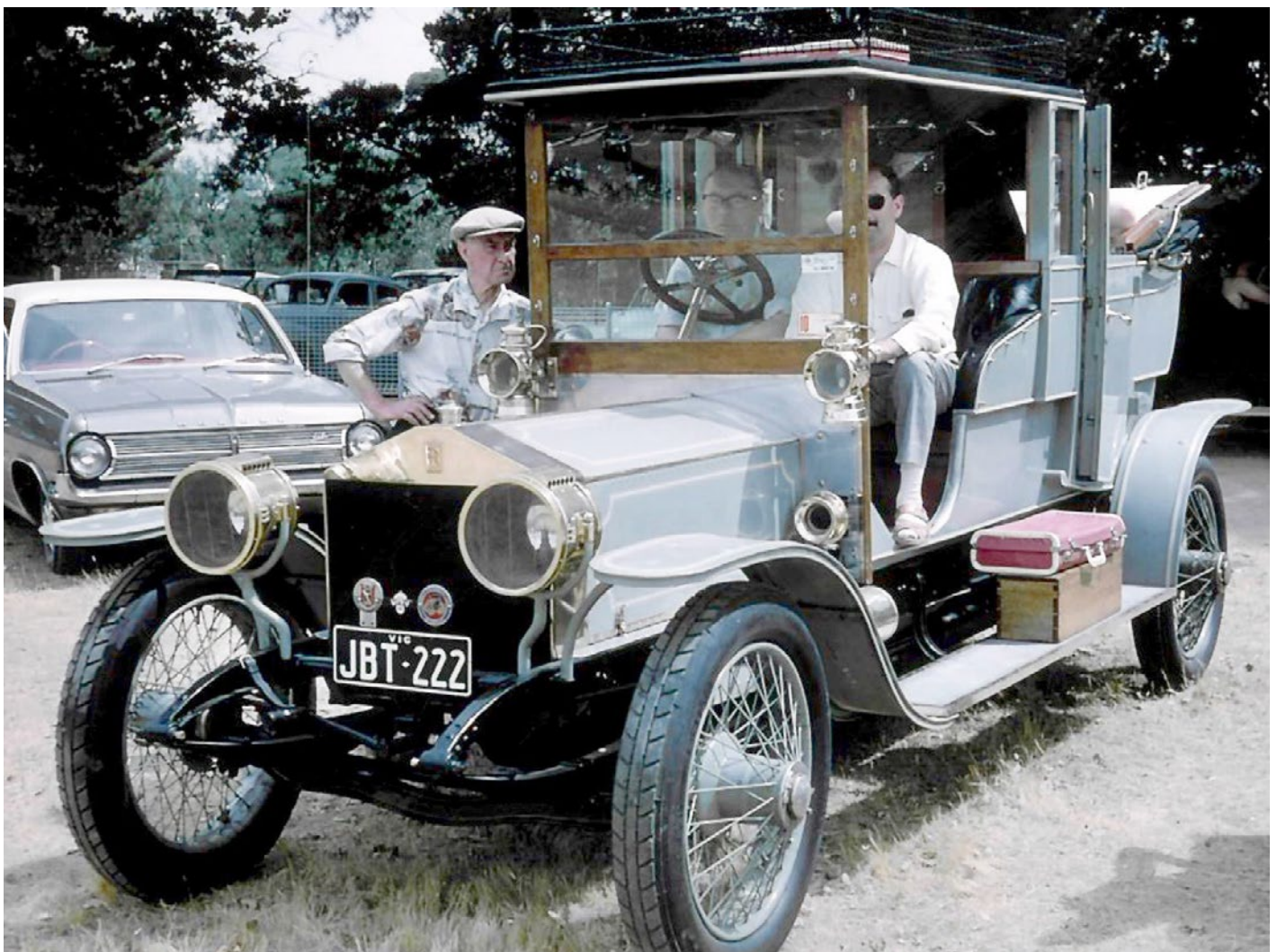
Harry Markoff quickly restored the Silver Ghost and it was rebodied in Melbourne as a landaulet. It toured on the annual veteran car rally held in Bendigo, as well as the National rally both held in 1965. The car was sold to a US buyer in 1968 and since leaving Australia has

had a number of owners. In recent years it has been re-restored to a spectacular standard by Rolls-Royce specialists P & A Wood of the UK. They were able to use a period correct Barker Roi-des-Belges body in this restoration with the car being shown at Pebble Beach in 2014.

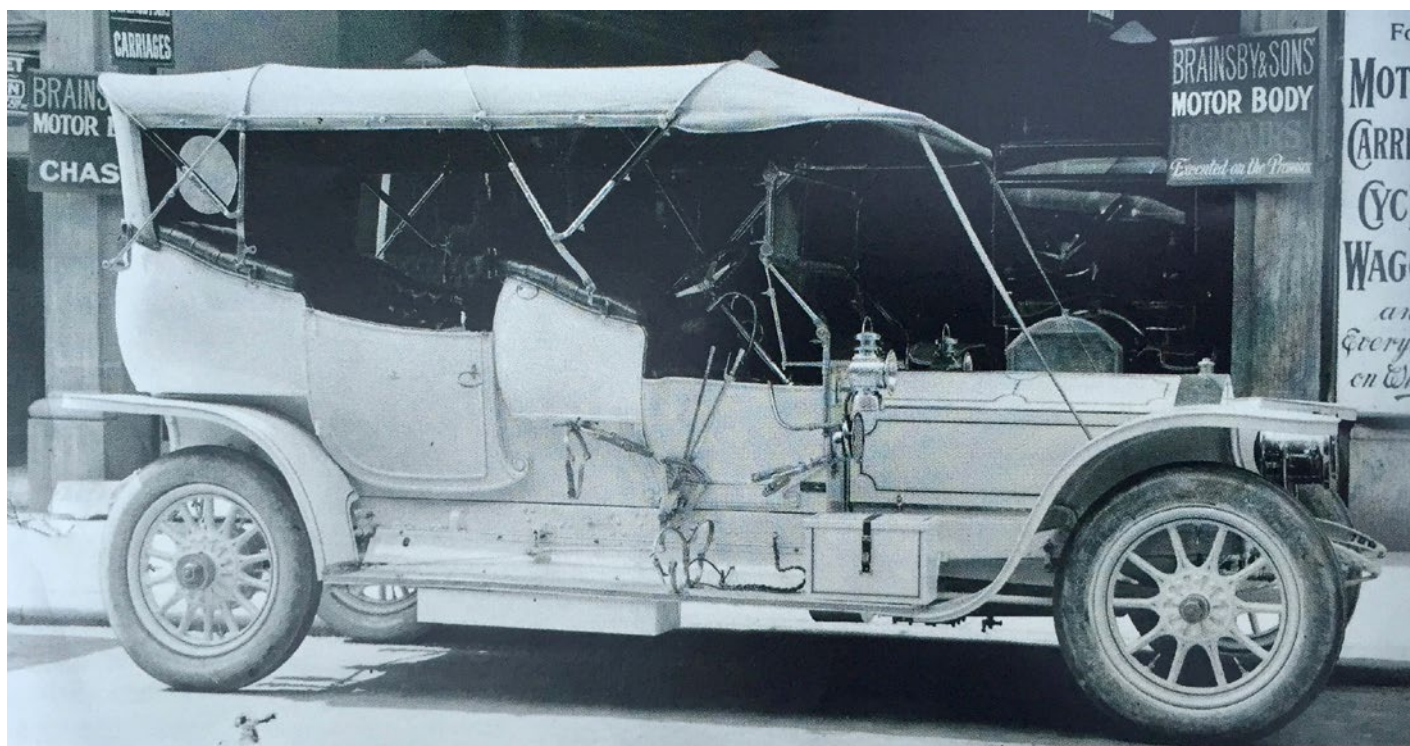
To be continued...



The Rolls-Royce is pictured on the 1965 National tour held between Sydney and Adelaide via Melbourne. (VCCA Vic)



The Markoff brothers are shown with the car on the 1965 Annual Rally held at Bendigo. (VCCA Vic)



Chassis 60922 is shown fitted with original coachwork by Brainsby and Sons of London, pictured when new in front of their premises. (*Praeclarum*)



In 2014 the car was a participant in the Pebble Beach tour and concours, after a fresh restoration and the fitting of Barker coachwork of the period.



On the way out of the motel at Toowoomba on the recent RROC Federal rally. The overhead view shows the pleasing lines of the very early 1909 Silver Ghost, chassis 2211. See Rally report page 12.