

SUMMER 2019
ISSUE 3



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-1940 Rolls-Royce motor cars.

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20-Ghost Gazette

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

Editorial Policy

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

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

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A Restoration In Process



With the broader circulation of the *20-Ghost Gazette*, we recently received an interesting email from Himmat Kalsai from India. Himmat is restoring a 1922 Silver Ghost, chassis 23TG which was originally owned by his grandfather and had sat unused for many years. India was a big market for Rolls-Royce in the early years and a number of rare and unusual cars survive. It is excellent to see another one being restored. Himmat displayed his car partially completed at a show in New Delhi earlier this year.

Coming Events

Sunday December 1, 2019	Sydney Christmas lunch Deckhouse Café, Clarke Road. Woolwich Dock. Rally director: David Berthon email: dberthon@ihug.com.au phone: 0418 258 878
Monday December 9, 2019	Melbourne Christmas lunch Sandringham Yacht Club. Rally director: Bruce Humphries email: Bruce@Humphries.com phone: 0438 987 278
March, 2020	Victoria. Multi-day event to be advised.
Sunday March 8, 2020	Tyabb Air Show Note this is a special day with entry limited to 10 vehicles. Details to be advised. Rally director: Bruce Humphries email: Bruce@Humphries.com phone: 0438 987 278
April 26 - 28, 2020	Tour to Blackheath via Albury, Wagga, Young and Bathurst This tour is designed to immediately precede the RROC Federal Rally at the Blue Mountains from 30 April to 4 May. Expressions of Interest required. Rally director: Peter Crauford email: crauford@bigpond.com phone: 0408 819 980
July, 2020	Midwinter Tour Details to be advised. Rally director: Peter Crauford email: crauford@bigpond.com phone: 0408 819 980
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: Pictured at the historic Mooramong homestead on the National Tour, is the 1920 Silver Ghost of Neil and Glenys Walker. Behind is Richard Burke's 1928 20hp.

Advance Notice - 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



Chairman's Message

The past year has seen a good number of events for Club members with successful Christmas lunches being held in Victoria and South Australia. As you know the Club, under a long-standing arrangement, contributes \$20 per member attending these events. It has also been agreed to similarly support a lunch or dinner in lieu of a traditional Christmas lunch if that is the wish of the hosting state.

There have been a number of successful events held throughout the year with a lunch run to Mt Macedon Hotel in March. An excellent lunch but unfortunately due to the very hot weather the proposed visit to the Stokes Museum and Garden was cancelled as it was a fire ban day. In April a lunch run to Tyabb was well supported, with a visit to the Old Aeroplane Co. This was followed in July with a lunch run to the Pakenham Racing Club where a fine Christmas in July type lunch was enjoyed at this superb new venue. An evening visit to Brian Tanti's workshop in Sydney was well attended and introduced members to Brian's state of the art restoration workshop.

Elizabeth and I, ably assisted by Bruce Humphries, organised this year's winter tour based in Nagambie, an area previously unknown to me but it proved to be an unusual and very interesting place. This event was well attended with John and Wendy Wagstaff driving their Silver Ghost ute down from Queensland. The tranquil river tour was a highlight as was the visit to historic Noorilim homestead which is maintained in superb condition. We enjoyed two very nice lunches at well known wineries and at Chateau Tahbilk, John and Wendy Wagstaff were able to show their Ghost to the grandchildren of its original owner.

I hope that all the entrants in this year's Creswick National Tour have enjoyed this interesting and beautiful part of Australia. Some of Victoria's best agricultural land, together with many historic gold rush buildings and towns are located in this area. Our grateful thanks to Bruce Humphries and Richard Shenfield for all their planning and hard work in making this tour so enjoyable.

The 2020 National Tour is to be held in Mt Gambier with event director Rory Poland. The 2021 National Tour will be in Tasmania, hosted by Andrew Bayley.

I thank the Committee members for their continuing support and effective hard work. We are always looking for fresh faces on the Committee as fresh faces means fresh ideas and Rory, David Davis, Bruce and I have been involved in the Committee for quite a long time and we should look for some fresh blood. Similarly, we do need members to plan and run events so please put your hand up if you can assist.

Membership currently stands at 126 and our financial position continues to be strong, ably overseen by our treasurer Brian Humphries.

The Club Annual Journal edited by David Berthon has been recently received together with a new quarterly Gazette edited by Ian Berg. We are very spoiled with Club magazines and they are now forwarded to the UK Club where they are then emailed to the UK and US members.

Our involvement in attempting to have the luxury car tax removed from cars 30 years old has received government consideration but at this point this inequitable impost remains. The asbestos issue is even more difficult with no indication of relaxation of this ban which has had the effect of completely stopping overseas members from bringing their cars to Australia for events, as once was the case.

On a much happier note our esteemed vice chairman David Davis has recently been awarded the Sir Henry Royce Foundation trophy for his contribution to the 20hp. David has owned and driven 42G1 for 60 years and his ongoing articles on 20's in Praeclarvm have always been extremely interesting and amusing. David's car has also been serviced and maintained by Bert Ward and three generations of the Appleby family in Sydney. A wonderful effort. Sincere congratulations David.

To all our members, remember that this Club is about people as well as our cars, use and enjoy your Rolls-Royce cars and safe driving and good health to you all.

Peter Crauford, Chairman.

Editorial

The *20-Ghost Gazette* is now being circulated electronically to all members of the 20-Ghost Club worldwide. It is gratifying to receive feedback about the magazine and more importantly what the Club in Australia is doing. We recently received correspondence from Club members in the UK and India. I am always looking for interesting material to include in the *20-Ghost Gazette* so please do not hesitate to send me news of your projects or experiences while touring with your early Rolls-Royce.

The main feature of this Gazette is the successful National Tour at Creswick in Victoria. We had entries from New South Wales, South Australia, Tasmania, Queensland and Victoria with a good cross section of small and large horsepower cars. My thanks to Mike Williams and Andrew Bayley for their reporting of the event. With the 2020 and 2021 National Tours already under preparation there is plenty to look forward to over the next couple of years.

Ian Berg, Editor

RROCA (Victoria) Annual Concourse

by John Reis with photos by David Wraight

The Rolls-Royce Owners Club of Australia (Victoria) held their annual concourse at Springthorpe Common, Macleod on a fine day in September. Early cars in attendance with their owners were;

George and Fiona Forbes, 1912 Silver Ghost, 2009

George and Susan Santoro, 1928 20hp, GWL33

David Jones, 1928 20hp, GKM60

Howard Wraight, 1939 Wraith, WXA50

Anthony James, 1927 PI, 60RF

John Reis, 1927 PI, 44 EF

Noel Baker, 1927 PI, 85RF

Peter Jordan-Hill, 1931 20/25, GNS60

David Jones won Class 3 for 20hp and 20/25 cars with his Barker bodied 20hp, and David Wraight won the trophy for class 4 for 25/30, Phantom III and Wraith, with his 1938 Wraith.



David Wraight's class winning Wraith at the RROC concourse.

A Phantom Comes Out Of Hibernation

By Ian Berg

Derby Works in Mount Waverley is currently re-commissioning a Phantom I, chassis 17TC which has come out of long term storage. According to *Rolls-Royce and Bentley in the Sunburnt County* this was originally bodied by Smith & Waddington as a saloon.

At one time part of the Faris Palfreyman collection, it was ultimately restored by George Williams of Sydney who built the very attractive sports touring coachwork it now carries. Note the intricate headlamps, side lamps and matching spotlights which appear to be Zeiss. This should be a fabulous car following some cosmetic restoration and once it is back on the road.



National Tour – Creswick Victoria

By Mike Williams, with photos by Andrew Bayley

September 17 to 22, 2019

Tuesday 17th

The Tour start saw the arrival of twenty cars (including three moderns, including ours) and no fewer than five Ghosts, an excellent result. We had starters from all states except WA, with particular congratulations due to David and Marilyn Forward driving their Springfield Ghost from South Australia and John and Wendy Wagstaff having driven from Queensland in their charming Ghost ute for the Nagambie weekend earlier in the year. We were also delighted to welcome Adrian and Diana Akhurst in their lovely and newly acquired early Twenty; it was their first event and they prudently trailed the car in their F5000 trailer. The car seemed to perform well throughout the Tour so it apparently appreciated the lift.

We gathered for the usual welcoming drinks and words from Peter Crauford and Richard Shenfield at the RACV Goldfields resort just outside Creswick and then adjourned to the bar for food and further refreshment. The resort management seemed to have been taken by surprise at the numbers deciding to eat that evening and some of us were obliged to enjoy an extra wine or two while awaiting our meals.



David and Clare Davis drove the 1922 20hp, 42G1 from Sydney.



Andrew and Margaret Bayley's 1929 Phantom II at its elegant best.

Wednesday 18th

Our organisers (Rally Directors Bruce Humphries and Richard Shenfield) had arranged for us to tour the district through the mining towns of Clunes and Maryborough before a tour of Andersons Mill in the afternoon. The countryside was in magnificent condition with farm dams full and quite lush growth, a stark contrast to much of the remainder of the eastern half of the country. Since we had travelled to the event in a modern (our trusty Mazda RX8), John and Sofia Virgo kindly took pity on us and provided impressive transport in their P11. As penalty, I was charged with navigation – brave folk.

We coffeed at Clunes and lunched in Maryborough at the café in the station where most of us had assembled for a group photo. The station is a lovely old building, still in operation. Thence to Andersons Mill in Smeaton, a large and impressive blue-stone structure, 5 storeys high with a huge water wheel that is still functional although virtually all the flour milling equipment has long since disappeared.

Dinner that night was in Daylesford – we were bussed to and from – and was excellent. It gave us all another opportunity to reunite with old friends and exchange tales, both of a vehicular nature and otherwise.



The Tram Museum at Ballarat was visited on the Saturday.



The lineup is headed by Peter and Elizabeth Crauford's Silver Ghost.

Thursday 19th

Today's run was the longest of the event involving a run of about 200km. Once again Liz and I were the guests of John and Sofia – I had failed to get them lost yesterday so they gave me another chance. The weather wasn't wonderful with increasing wind making things less than pleasant for those in open cars although doubtless these hardy folk took it all in their stride. Our travels took us south to Skipton and the nearby National Trust property of Mooramong, a substantial dwelling built in the 1860's and substantially remodelled in Art Deco style in the late 1930's by Donald Scobie McKinnon for his film star wife Claire Adams. The house had been a 21st birthday gift to Donald from his father LKS McKinnon of VRC fame. Access to the property was via a 2km driveway of doubtful quality but the home was worth it, having been preserved as left by Donald and Claire.

We decided to have a light lunch at Beaufort where John's ham toastie featured very little ham – not one of the culinary highlights of the week. That evening was free and we and the Virgos sampled the fleshpots of Creswick by dining at the Farmers Arms – very pleasant and quiet.



Parked in front of Anderson's Mill at Smeaton, with George and Sue Blenkhorn's 1922 Silver Ghost, 70SG in front.



The 1923 20hp of Adrain and Diana Akhurst at Mooramong.



Neil Walker moving off in his 1920 Silver Ghost tourer, 154BW.



A talk about the historic Andersons Mill, Smeaton.



Pictured at Ballarat are Audrey Dobson, Wendy Wagstaff, Elizabeth Crauford and Margaret Bayley.

National Tour – Creswick Victoria (Cont.)

By Mike Williams, with photos by Andrew Bayley



A recent acquisition and first time out with the Club is Adrian and Diana Akhurst's 1922 20hp.

Creswick Entrants	Vehicle	Year	Chassis
Adrian and Diana Akhurst	20 HP	1923	76A5
David and Ellen Bailie	25/30	1937	GMP70
Andrew and Margaret Bayley	Phantom II	1929	98WJ
George and Sue Blenkhorn	Silver Ghost	1922	70SG
Richard Burke	20 HP	1928	GBM32
Peter and Elizabeth Crauford	Silver Ghost	1923	38EM
David and Clare Davis	20 HP	1922	42G1
Byron and Audrey Dobson	Modern		
David and Marilyn Forward	Silver Ghost	1924	353LF
Bruce and Mary Humphries	Wraith	1939	WHC36
Rory Poland	Modern		
Gilbert Ralph	20/25	1936	GTK20
John and Helen Reis	New Phantom	1927	44EF
Ken Russell	Modern		
George and Susan Santoro	Modern		
Richard and Wendy Shenfield	25/30	1937	GUN10
John and Sofija Virgo	Phantom II	1934	80SK
John and Wendy Wagstaff	Silver Ghost	1924	32LM
Neil and Glenys Walker	Silver Ghost	1920	154BW
Mike and Liz Williams	Modern		



Richard and Wendy Shenfield's 1937 25/30.



The 20hp cars of Richard Burke and Adrian Akhurst.



George and Sue Blenkhorn's 1922 Silver Ghost.



David and Marilyn Forward's 1924 Silver Ghost.



Richard Burke's 1928 20hp.



David and Ellen Bailie's 1937 25/30.

National Tour – Creswick Victoria (Cont.)

By Mike Williams, with photos by Andrew Bayley

Friday 20th

Through the kindness of the Bayleys we were able to release the Virgos from the task of hauling us around and we travelled in the comfort of Andrew and Marg's impressive Roger Fry PII. Unfortunately George and Sue Blenkhorn had to leave their lovely Ghost parked at the top of a rise due to a malfunction of the starting solenoid and George's reluctance to swing the starting handle with which the cars are so thoughtfully equipped.

After yesterday's longish run, this was a modest day of about 80km taking in Gordon and Blampied. The objects of the stop in Gordon were visits to the Hat Shop and the Boot Shop. At the risk of an accusation of sexism and type-casting, I wasn't surprised when Liz attacked the stocks at the hat shop with enthusiasm although possibly not in the way that immediately springs to mind. This is an astonishing emporium, crammed to the ceiling with every type of head covering with a particular focus on tweed hats and caps. Liz found me a magnificent "deerstalker" with a matching cap for herself. The whole set-up, including the owner, was quite eccentric. The boot shop over the road sold a lot of stuff other than boots (including hats and caps) and the person in charge seemed similarly unusual.

Blampied was the next stop at the interestingly named "Swiss Mountain Hotel and Store" where we stopped for lunch – and very nice it was too. "One of the oldest continuously licensed weatherboard hotels in Victoria" is the claim and prior to being bought by the current owners had had ten owners in ten years. The origin of the name is a mystery.

Dinner was at the American Hotel in Creswick, only a few minutes away by bus. The deluge of pre-war Rolls-Royce owners left the staff struggling a little, but all went well in the end. What a rowdy lot these Rolls-Royce folk can be. Unfortunately, David Forward missed out on the dinner after he tripped in the resort forecourt and gave himself a nasty bump on the head – quickly attended to by solicitous friends.



The recently renovated pool at the historic Mooramong homestead near Skipton.

Saturday 21st

The final full day at Creswick dawned pretty miserably; cold, wet and windy. Not much fun for those in open cars. Luckily it was only a brief run today into Ballarat to experience a vintage tram ride and inspect the tram museum and workshop. Run by volunteers, the museum is possessed of about 20 trams, the youngest being 102 years old. Two are presently under restoration and three more await attention. Many are old Ballarat trams but some have been acquired from Melbourne and elsewhere. We huddled in the end compartments which could be closed off from the weather and our penny tickets took us along the foreshore of Lake Wendouree and back. Many of us lunched at Piper's by the Lake restaurant before returning to Creswick to prepare ourselves for the final evening's festivities.

Returning to the resort in the afternoon, Liz decided on a visit to the Creswick Woollen Mill on the northern side of the town lured by various incentives and the desire for some new clobber. The mill is unique in Australia and has been operating for 70 years. A couple of cardigans, a top, and a silk scarf later we were on our way back to the resort.

After the AGM (of which there is a report elsewhere) we all adjourned to a separate function room where we ate an excellent meal in very pleasant surroundings. Isn't it surprising how rarely dining areas are set up that allow conversation across a large round table without needing to raise the voice. Congratulations to the RACV resort for succeeding in this task. Speeches were mercifully short though plentiful in thanks to the organisers for their excellent work.



The Silver Ladies are lined up.

Sunday 22nd

Not much to report here except that there was much farewelling of old and new friends and expressions of eager anticipation of meeting again at Mt Gambier next year.



Margaret Bayley, Diana Akhurst and Ellen Bailie.



Just like to going to school in the old days - by tram.



Lineup at a wet Ballarat.



Pictured are Mary Humphries, Audrey Dobson, Sofija Virgo, Glenys Walker and Sue Blenkhorn.



The AGM was held over the weekend. Committee members pictured are Bruce Humphries, Rory Poland, John Reis, Andrew Bayley, George Blenkhorn with front row Peter Crauford and David Davis. Absent were Keith Wherry and Ian Berg.



The Hat Shop at Gordon proved popular.

Rolls-Royce Silver Ghost 62CW

By Alan Robert

Alan Robert purchased Silver Ghost 62CW at the recent Shannons Sydney Winter Auction. The car was restored by the late George Williams, a prolific restorer of vintage cars including a number of Silver Ghosts, and he constructed Brougham de Ville coachwork with much attention to detail, particularly within the interior. Originally fitted with a touring body, for many years the car had seen service as a hearse in Dubbo. This will be a fabulous car to see on the road once again and we wish Alan and Dorothy the best with the project.

62 CW was ordered by Mr T. Sopwith, of Sopwith aeroplane company fame on 8 January 1919, and was delivered to Paddon Brothers, London on 24 September 1920. It is noted on the chassis cards as being an Alpine Eagle, short chassis "Speed Model" with a 20 gallon fuel tank and 16:52 ratio rear axle. Rolls-Royce and Bentley in the Sunburnt Country notes that the car was a Gill tourer and came to Australia in 1924. David Neely also added extensively to the car's history with an article in L&D from May/June of 2017. The car was purchased in the early 1930s by W Larcombe and Sons, Funeral Directors of Dubbo. Grice brothers of Sydney rebuilt the body into a well fitted and tastefully decorated hearse and it was taken delivery by Norman

Larcombe in 1932. The Larcombe family sold the hearse in the 1960s to Sir Daryl Lindsay who fitted a touring body to the car. In 1970 George Williams purchased 62CW.

My interest in the car was aroused by the Shannons brochure listing 62CW for sale by auction in Sydney on 26 August 2019. I was immediately taken by the exquisite bodywork and enquiries reinforced the impression that this was a special motor car with a body built by arguably Australia's pre-eminent carriage builder, George Williams. The car had languished for almost 40 years and required a degree of re-commissioning prior to sale. New tyres were required, the fuel tank, fuel lines and carburettor were cleaned and refurbished, engine valves were unstuck and reground, the cooling system was flushed and back flushed, engine oil replaced, magneto overhauled, H/T leads replaced, the list goes on.

With advice from Queensland Ghost expert Graham Singer and in company with New South Wales expert Rex Vincent, the car was examined in detail. Apart from incorrect wheel rim diameter and corresponding oversize tyres to maintain correct rolling radius, there



62CW being delivered to Alan's property following its acquisition at the Shannon's auction. No - Alan does not have his own trucking service.



The car was restored by George Williams and completed in 1975. After nearly 40 years, mostly in storage, it still presents superbly.



The interior of 62CW is meticulously finished and a credit to the restorer George Williams.

was little to criticise. The body was magnificent and the tool kit in several fitted drawers was the most extensive I have seen. The engine ran well with good oil pressure and no wear or molestation or extra holes or missing items apparent anywhere. The accelerator pedal looked as new, and steering box and steering joints were free of any play. Even square headed bolts and thackeray and grover washers were all in place. Obviously this was a very special low mileage car in almost as new condition. A family decision was made to bid on the car using resources reserved for the grandchildren when our race is run. The grandkids will still get their inheritance, just in a different asset form.

With over 300 people in attendance on auction night, I was nervous but had our son for company. I formed the impression that there was little if any overseas interest, maybe Brexit and the USA/China problems had potential buyers spooked. Shannons correctly predicted that the star of the show would be a 1967 Ford Falcon GT which sold for nearly double the estimate at \$182,000. There is no accounting for taste or lack of appreciation of top quality engineering and bodywork. Right now appears to be the era of Australian muscle car sales. Bidding was confined to

two phone bidders and myself and I was eventually successful. I almost collapsed under the nervous strain and it took some time to regain composure.

Since taking delivery, I have received many visitors, emails and phone calls, pleased that the car is staying in Australia and pleased it has come to Queensland where we have difficulties attracting Ghosts to rallies. Re-commissioning is almost complete with registration beckoning. I have been fortunate in my contact with the Williams family, notably Warwick Williams, George's son who has been most helpful in providing information. George was apprenticed to Winslades, royal carriage builders and quickly became a master craftsman for whom nothing but the best was good enough. George built a number of bodies in Sydney, modified others and undertook bodywork repairs. 62CW was special however as he built the body for himself over seven or eight years using only the finest mahogany and French silk curtains and vases. He was inspired by the Ghost driven by the great Claude Johnson of Rolls-Royce. George trained as a Commando Officer at Canungra and expressed the wish that he would like to retire to Tamborine Mountain. I like to think that a part of him has now done so.



George Williams is seated in the newly restored Silver Ghost 62CW in the 1970s. Photo Williams family.



Photographed in 1932 with the newly fitted hearse body outside WS Grice premises in Sydney. Photos from Joyce Laws via David Neely

Silver Ghosts - Then and Now, Part Three

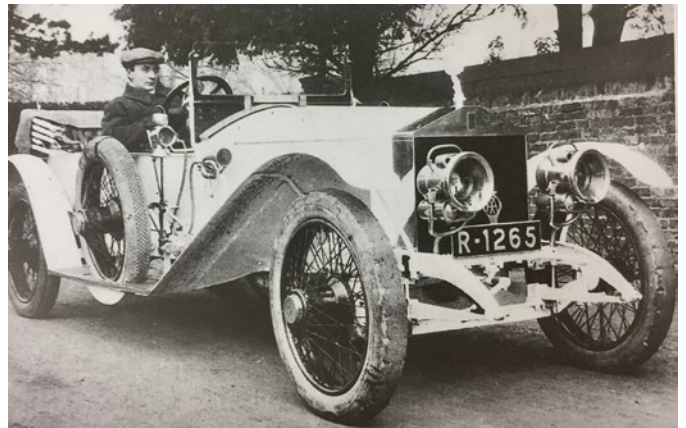
By Ian Berg

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

The continuation of the story of the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia, Victoria (VCCA Vic). See Winter and Spring issues of the 20-Ghost Gazette for parts 1 and 2.

The Mystery 1912 model - Chassis 1826E

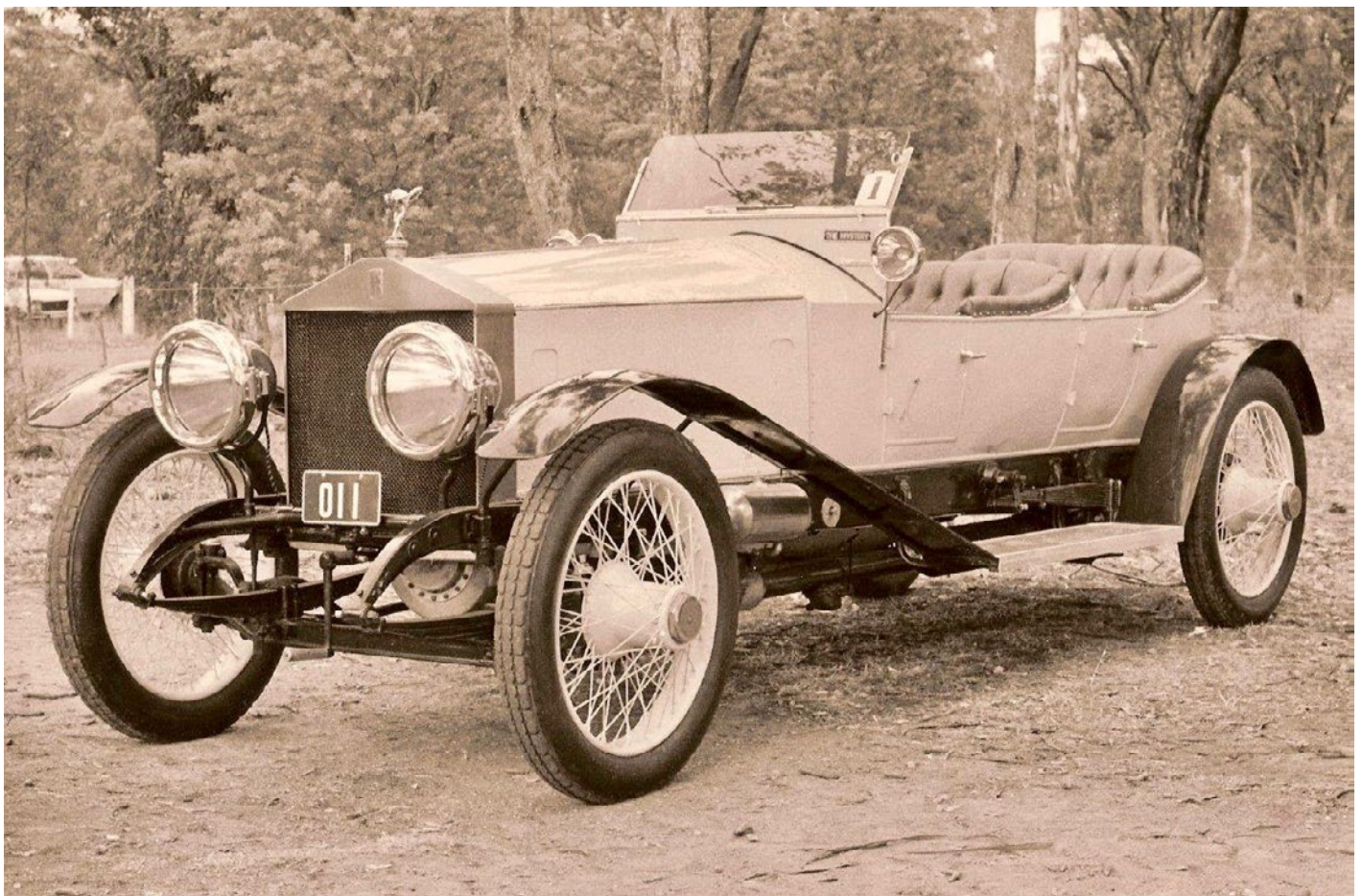
This is arguably the most interesting and historically important Rolls-Royce to have been in the VCCA (Vic). Originally the personal car of Claude Johnson, Managing Director of Rolls-Royce, it is a London to Edinburgh model, being a 'duplicate' of the famed Rolls-Royce which ran non-stop between London and Edinburgh in top gear and later lapped Brooklands at over 100mph. 1826E also accompanied the factory team cars in the 1913 Alpine Trials as an observer car. Only fourteen of the London to Edinburgh cars had the underslung rear suspension and 1826E is one of them. Rolls-Royce sold the car in 1915 and after a succession of owners it came to Melbourne sometime around 1927. Further ownership ultimately saw the car as an abandoned wreck on a farm in Donald, Victoria. It was from there that Val Stocks, a prolific restorer of cars purchased it for £5.



The car was the personal car of Claude Johnson and was used as a trial car including trips to the Continent. (Irwin).



The car is pictured during restoration in front of Val Stocks house. (VCCA Vic)



When Val Stocks restored the car in the late 1960s and early 1970s he was able to use a substantial amount of the original bodywork (VCCA Vic).

Amazingly, Val purchased the car the same weekend that he acquired Silver Ghost chassis 1230, a chassis that was subsequently resold a number of times and was ultimately shipped to the UK in 1982 where it was restored and is believed to remain.

Once he had it on the road Val participated in 1826E in a number of veteran car and RROC rallies in the 1970s. The car was sold by Val in 1979. For several years it was on display at Robert McDermott's workshop and later the York Motor Museum in Western Australia. It was acquired by a US collector, Rick Carroll in 1986. The car was then completely re-restored in the UK by specialist Jonathan Harley who had purchased it on behalf of Carroll who was a well-known collector of quality cars.

The car was given a name The Mystery by Claude Johnson, as was customary for important or company owned examples of the Silver Ghost in this era.

In 1990 Stanley Wanlass, an internationally known automotive sculptor and painter produced a series of hand-painted bronze sculptures, including a couple out for a drive in their 1912 Rolls-Royce Silver Ghost. The model for this sculpture was The Mystery, chassis number 1826E.



This photo was taken in 1988 following its second restoration in the UK. (VCCA Vic).



The bronze sculpture of 1826E by Stanley Wanlass. This photograph is from the RM Sotheby's catalogue when the sculpture was sold in 2017 for US\$43,000.

'The Eilya Ghost' – 1912 Model - Chassis 1910 E

Chassis 1910E has had an interesting life and was quite active in the veteran car rallies as well as those of the RROC of Australia. Originally produced with a Laundaulet body by Mulliners it was initially registered in the UK. It came to Melbourne after being purchased by a prominent pastoralist Albert Austin who resided in Toorak and owned various properties in Victoria and New South Wales. The Toorak house, in Albany Road had the name Eilya, and the name came to be extended to the car.

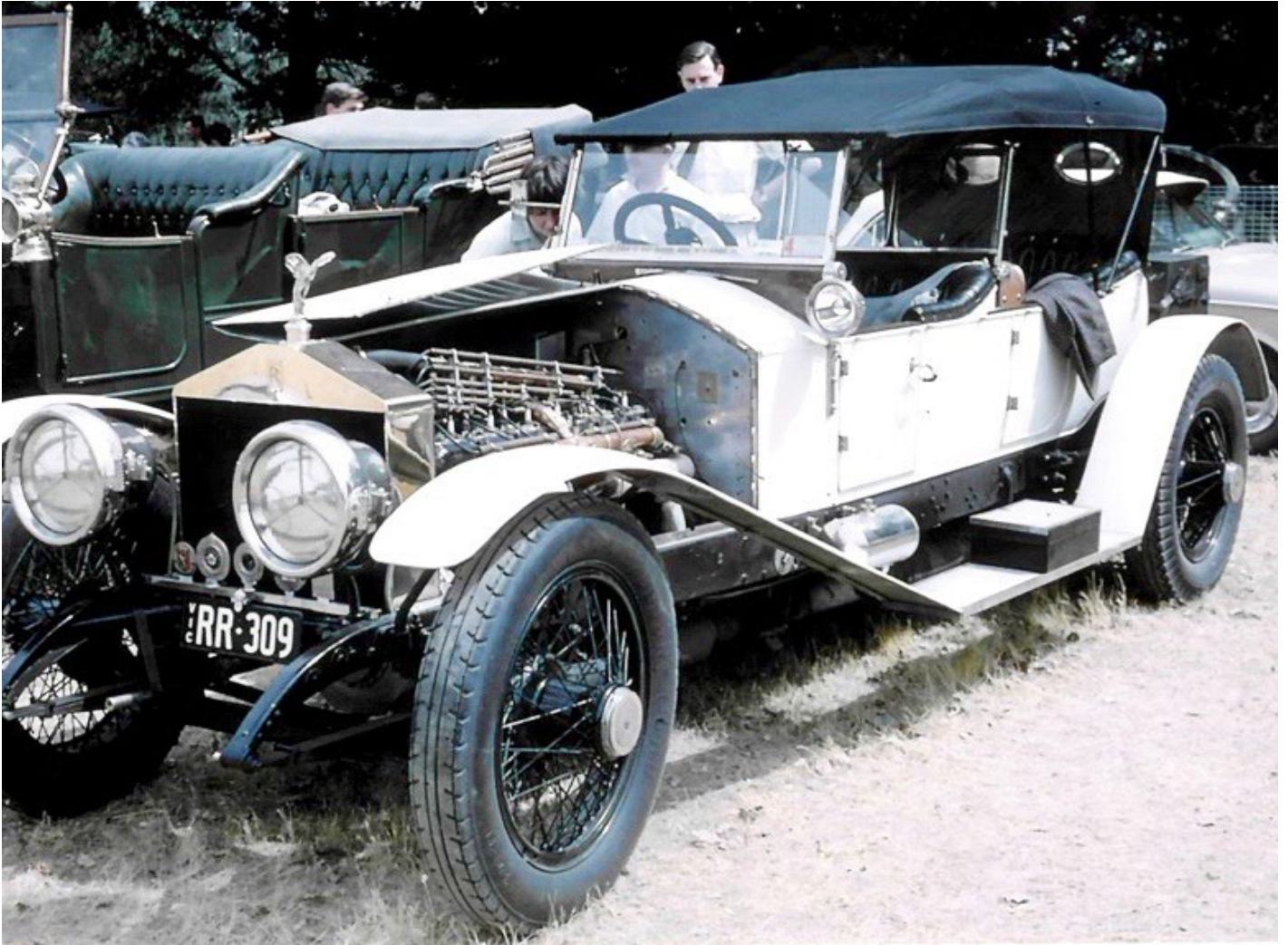
Having numerous owners and being rebodied with a Martin and King sedan body at some stage in the 1920s, it ended up in a backyard in Camberwell and was found sitting alongside chassis 60922 (see above). Fred Miller-Robinson acquired the car and completed the first restoration having had a replica London-Edinburgh body built for the car, by Horner and Ward.

Fred used the car extensively, the first rally being the 1960 veteran car rally to Sorrento. In 1961, along with Jim Cooper in his 1914 (chassis 40YB) Fred undertook an 828-mile journey in 1910E. This was a 50-year re-enactment of the original 1911 London to Edinburgh run conducted by Rolls-Royce. Fred and Jim's cars had the other forward gears locked off so that the re-enactment would be true to the original top gear only trial. The Australian re-enactment was overseen by Stuart Middlehurst and Owen Bailey, and Fred reported on the event comprehensively in the VCCA (Vic) Newsletter of October 1961. The journey took them from Melbourne to Griffith in New South Wales by way of Swan Hill and Balranald, returning through Lockhart, Deniliquin and Echuca. The 1914 model (chassis 6TB) owned by Claude Reilly also accompanied them to Swan Hill.

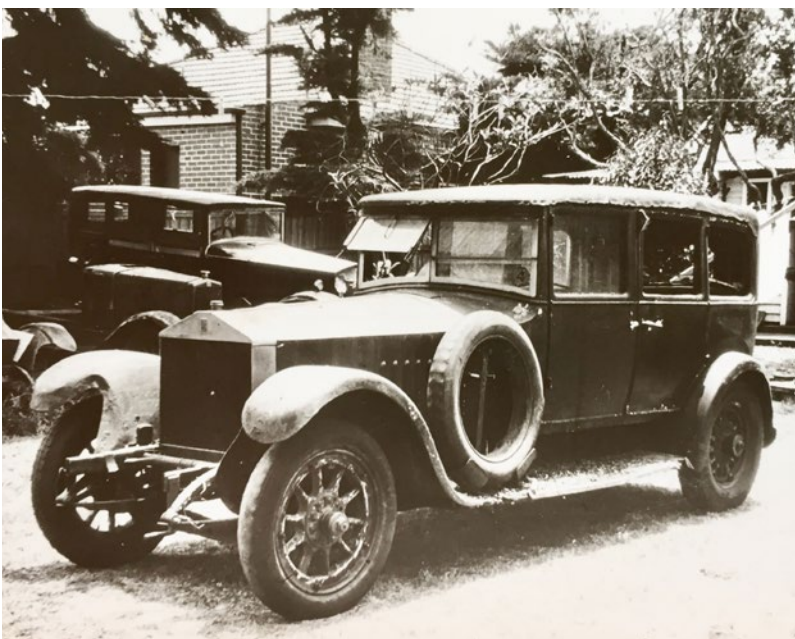
In 1970 the car was sold to Jack Jeffery in Sydney, and then it went to Western Australia, ultimately to return to Melbourne in the hands of David Jones. David commissioned additional restoration work including a vivid red paint job. It participated in a number of rallies in the early 1990s. The car was then sold again and is most recently reported as being in England. It now has a replica Roi-des-Belges body refitted to the chassis. A series of mechanical modifications that were made at the time of the earlier restoration have now been corrected, returning it to the original specifications.

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

By Ian Berg



Chassis 1910E is pictured on the 1965 annual VCCA Victoria veteran rally at Bendigo when owned by Fred Miller-Robinson. (VCCA Vic).



As found, with a later Martin and King body but still retaining its original wheels most likely cut down to a smaller tyre size. (Sir Henry Royce Foundation).



The car is pictured c1917 with the original Mulliner landaulet body. (Irwin).



The car as it is now having been rebodied in England c2004. (Praeclarum).



David and Diana Jones are pictured with the car chassis 1910E at the 1992 annual VCCA Victoria rally. (VCCA Vic).



Silver Ghost chassis 1997 is pictured on the 1996 annual VCCA Victoria rally. (Berg).

1912 model – Chassis 1997

This car was sold new via Kellow Falkiner to John Warren-Swanston who was later to become Lord Mayor of Melbourne. It was originally bodied by Barker as a tourer.

Photos of the car from the Australian War Memorial Archives show it being used at a training camp in Broadmeadows for recruits of the AIF. Likely the car was on loan by Warren-Swanston. It appears however that on this day that the Rolls-Royce needed assistance. The tow car shown is a Panhard Levassor supplied and owned by Kellow Falkiner.

In the early 1960s and after various owners, chassis 1997 was acquired by, and ultimately restored by Eric Rainsford in South Australia. The remains of a Barker limousine body from a Daimler of similar era were used in the restoration.

Eric Rainsford shipped the car to the USA in 1979 and it was an award winner at various RROC concourses celebrating the 75th anniversary of Rolls-Royce, as well as at Pebble Beach. The attention to detail and quality of the restoration was outstanding, with particular regard paid to the interior and fittings. The car was sold to David Jones in Melbourne in 1994 and participated in a number of veteran car rallies including the 1996 annual rally to Morwell and 1997 rally to Ballarat. Rolls-Royce chassis 1997 was to be the recipient of numerous VCCA (Vic) and RROC awards over a number of years.

The car was sold to an overseas buyer in 2005.



A tow was required at the AIF training camp when the car failed to proceed. Photo c1915. (Irwin).



The car was the overall winner of, and is pictured at the 2004 RROC concourse. (Praeclarum).

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

By Ian Berg



The Silver Ghost is shown at the Landsdowne Street at the start of the 1959 rally which was the first outing for the car following restoration. Seated in the back are Mrs Markoff and Mrs S Brandt. (VCCA Vic).

1912 model – Chassis 2006

Maurice Markoff purchased this car in 1958 where it laid disused in a shed for many years. The car, originally a Laundaleet was carrying later sedan bodywork at that time. The first owner of the car was JM Niall of London and Melbourne, who was Managing Director of Goldsborough Mort. Chassis 2006 is what is referred to as a brass finish car which is somewhat unusual as most Silver Ghosts were in nickel finish at this time.

Maurice restored the car and had a replica Roi-des-Belges body constructed by Doug Horner in Melbourne. The car was painted deep maroon and had white leather upholstery. It had its debut at the 1959 annual veteran car rally where it jointly won best restoration of the year along with Fred Miller-Robinson's 1913 Silver Ghost, chassis 2320E.

Maurice used the car on many local rallies as well as interstate events through the early 1960s, and he referred to it as 'the love of his life'. It was placed on the international market in 1965 and sold to a USA buyer. Since then the car has been rebodied again, in more authentic style, and has also spent some time in a collection in Denmark. In 2016 the car was sold at Bonhams Auctions in Scottsdale.



The return trip through the bayside suburbs on the 1959 rally. (VCCA Vic).



The car as it is now and photographed for the Bonhams auction catalogue in 2016.

Motorclassica 2019

By Ian Berg

The tenth annual Motorclassica was held at the magnificent Exhibition Building in Melbourne during October. Feature cars celebrating milestone years were Citroen (100), Bentley (100), Mini (60), Abarth (70) and Alvis (100).

Needless to say there was a brace of Bentleys, but there were only two early Rolls-Royce cars on show being the 1931 Phantom II, 48GX belonging to Chris Meany from Sydney, and Anthony James also displayed his 1927 Phantom I, 60RF. Chris' Phantom is a Continental Sports Saloon by Barker with particularly sporting lines and pleasing colour scheme. There is much attention to detail very evident in the coachwork of this car and it deservedly won Best Pre-war closed car in the concourse.

Anthony James' Phantom was originally a Hooper cabriolet, being re-bodied as a saloon in 1934 by Martin & King. It, along with similar cars was used by the City Motor Services in Melbourne for their taxi/hire car service. Anthony and Carolyn have completed a considerable amount of work on the car recently and it is now seeing frequent use.



Anthony James Phantom I, 60RF on display at the Exhibition Building for Motorclassica.



Chris Meany's Phantom II, 48GX on display at Motorclassica. The original owner of the car was Dorothy Paget, an eccentric racehorse owner who also financed the supercharged Bentleys raced by Sir Henry (Tim) Birkin.



48GX has very pleasing low slung and sporting lines.



When Anthony restored the trunk of the Phantom, he found it was lined in newspaper. The paper was The Melbourne Herald Classified Advertisement section, dated July 3, 1934. This lining was installed when the car was re-bodied by Martin and King and Anthony has chosen to leave it exposed as a talking piece.



The car is very original and has some delightful details such as this rear window treatment in wood.

Silver Ghost 33KG

By Anthony James



Geelong 1966 . Anthony's brother Peter James is pictured in the car, Geelong 1966.

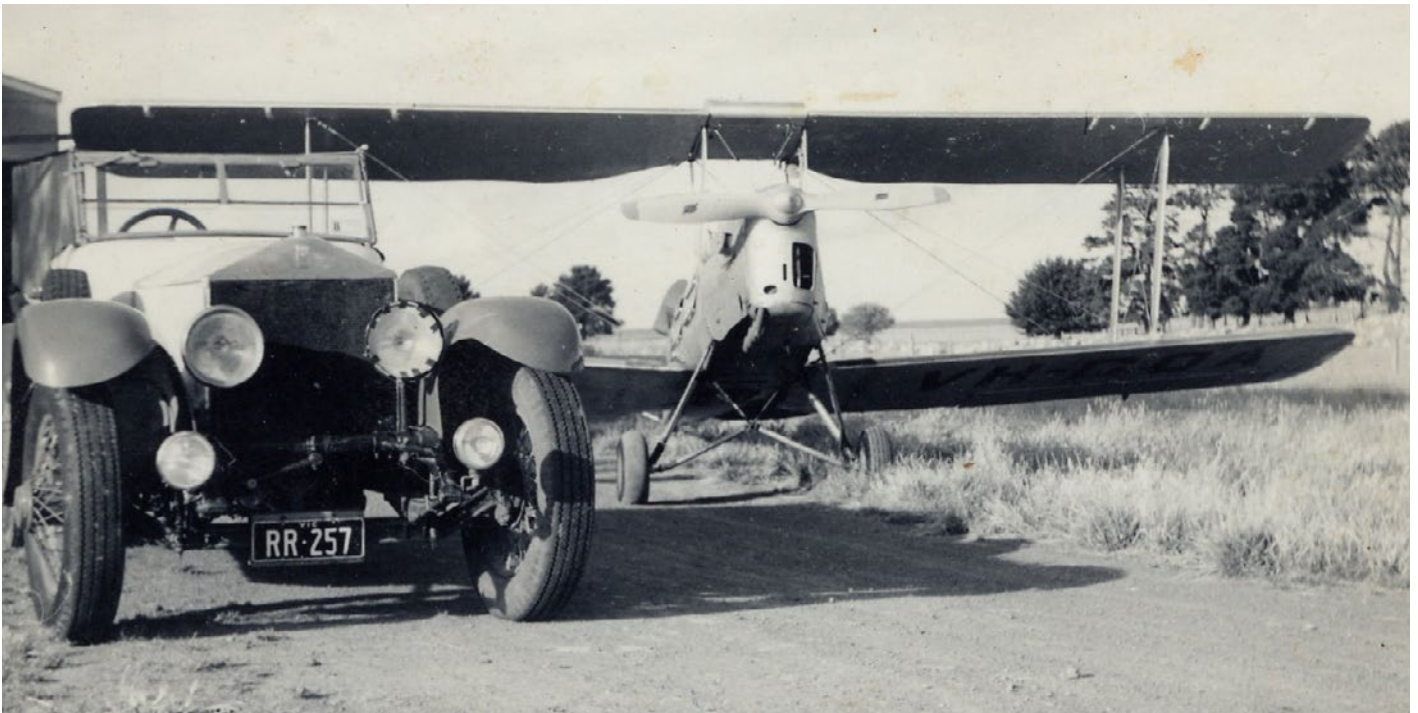
Anthony and Carolyn are seen quite frequently on tour with their Phantom I, 60RF. However Anthony's involvement in early Rolls-Royce cars goes back a long way and involved a very original Silver Ghost of 1922. As can be seen his interests extend to other vintage transport too;

I purchased 33KG in 1963 for £500 from Stewart Rau of Geelong. In fact he had a Phantom II which at the time I would have preferred, but at £1500 this was way beyond my budget. The Silver Ghost is a short chassis 'speed model' still retaining its attractive original HJ Mulliner touring body. It came into Australia in 1924, and in 1945 it was used for the visit to Adelaide of the Duke of Gloucester.

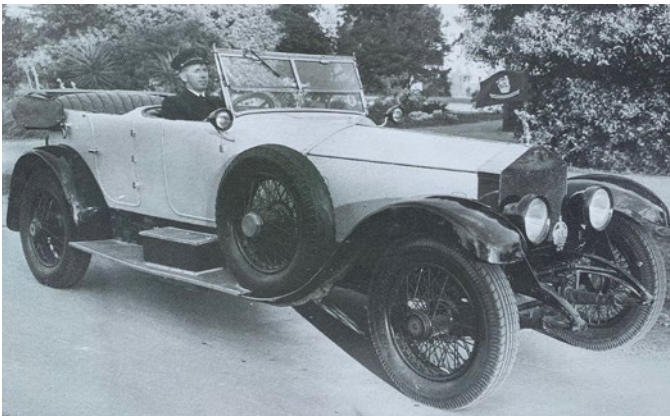
Silver Ghost 33KG became my sole means of transport for many years (petrol was cheap) including trips to Sydney and Brisbane when I was in the Army. In 1971 I purchased a Tiger Moth of 1939 vintage, and vintage aviation became my main interest. Hence 33KG was sold. It went to Dr TM Bennett of Saudi Arabia and the car was shipped to Jeddah. Bennett's collection was sold-up in 1991 at auction with the proceeds of over US\$5 million going to the Harvard Medical school scholarships. The current whereabouts of the car is not known.



Lakeland Hill Climb, Richard Knight is the passenger, and David MacArthur in the back ground in his 20hp.



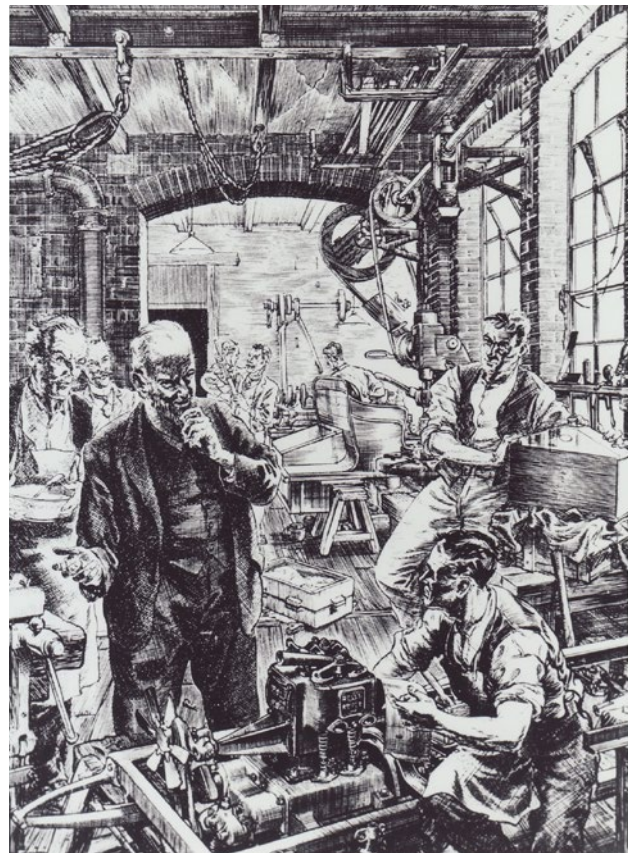
Silver Ghost chassis 33KG is pictured at Colac alongside Anthony's 1939 Tiger Moth.



Photographed in 1945 the car had painted lamps and for the occasion of the Duke's visit was fitted with the Governor General's Vice-Regal Crown. (Adelaide Advertiser, 2 May 1945).



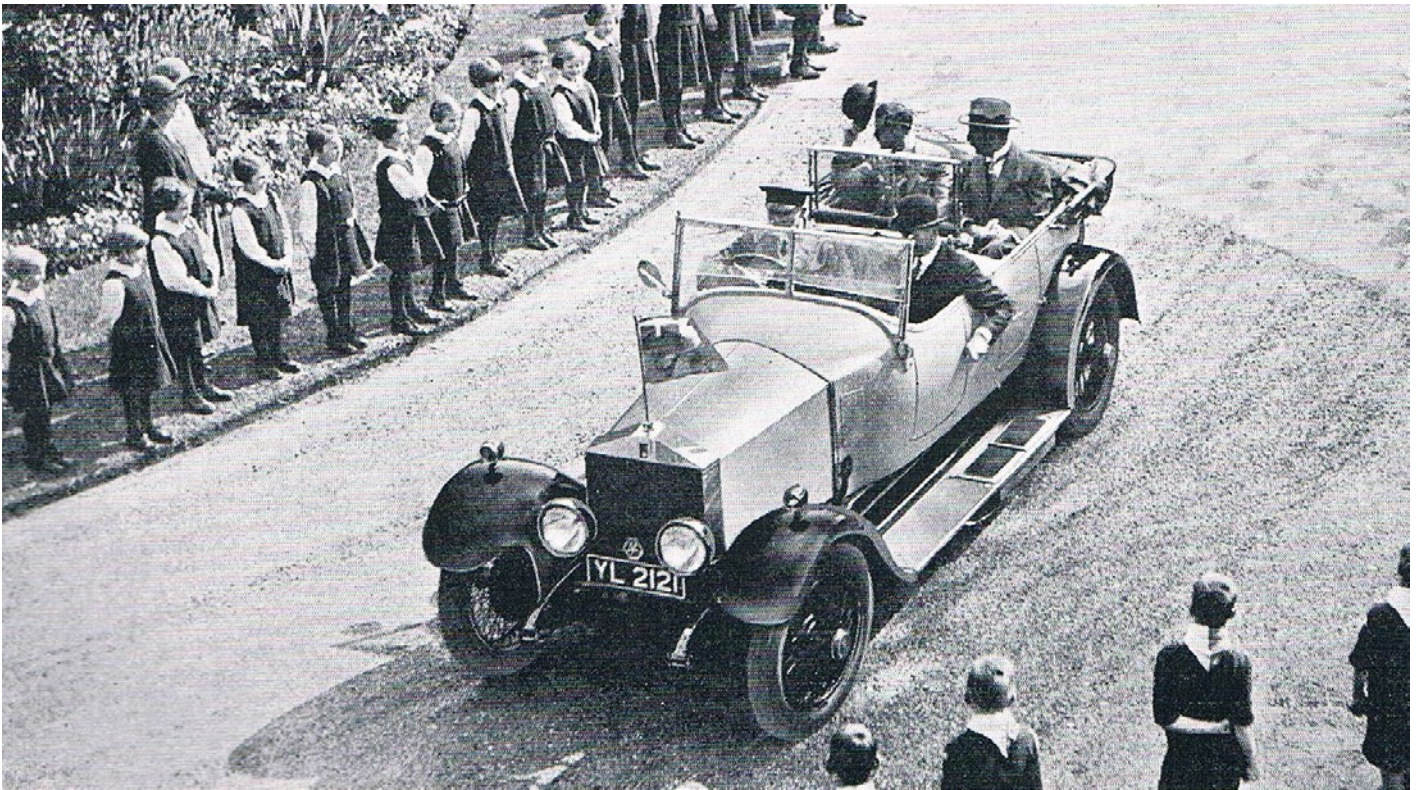
Wheels can be faster than wings. In April 1986 Anthony raced his Tiger Moth against a 1938 Alta racing car at the Mangalore air and car show. Over the 1.2km course the Alta won. Anthony was flying at not much more than a metre above the ground at the time of this photo.



*Henry Royce -
'Whatever is rightly done, however humble, is noble'*

Christopher and Rita Whites' Rolls-Royce, Part Three

By Chris White



Here is Chris' car GPK 1, when being used by HRH The Prince of Wales in a visit to the London Orphan Asylum, Watford in 1926 ('The Rolls-Royce 20' by John Fasal).

Rolls-Royce 20 HP Restoration continued.

Devil In the detail

One of the most time consuming tasks in any restoration is the research and getting the detail right. Often short cuts are taken in this area as either the owner doesn't know and/or it is too hard and time consuming to get the right items.

From my experience much time and patience is needed to get a restoration close to when a vehicle was new. At any car event I always look to see if the detail is right. In many cases on vintage cars the wrong screws are used instead of slotted, wrong bolts and markings, wrong type of trim, colour incorrect standard of paint finish such as a 2017 two pack paint job on pre-war cars, which were often brushed (coach painted). Plating wrong for the year of the vehicle (chrome versus nickel and vice versa). The poor choice of indicators, I have seen first class restorations ruined by ill thought-out indicators, many look like they came from a trailer!

I have found that one needs to be well ahead of what is required for the restoration and obtain the items when you can, as when they are required, they may not be available or impossible to find.

An example of this is the huge Rolls-Royce tool kit which came with our cars. Despite every chassis having a complete tool kit, many cars have in most cases been lost (except for the wheel spanner which is required to remove the wheels on early cars). Over the past 30 years I have been able to build up to a 98

percent tool kit. This has taken many hours and a great deal of effort to achieve.

To this end my re restoration has been slow due to "getting it right". It is amazing where things needed to be sourced from. Take the items required to reconstruct the new running boards, from Australia (metal sheet, budget locks brass to make coir mat surrounds), from the UK (screws and piano hinge, lock covers) and solid brass crescent top, running board moulding lengths from the USA.

Off to the Trimmers

Once the timber work was finished a date was confirmed for the re trim to occur at Grant Whites'. Once a time and date is agreed, that's when the car is expected to be at his premises or you lose your place in the queue.

Grant is very quick and only works on one car at a time, so the job doesn't drag on for long periods of time. To ensure that you get the job you want you need with any trimmer or other professional, to be clear in what you want, give instructions in writing (keep a copy of these for yourself) and as much information in how you want the job done. This includes photographs of the door trims and seats. How the trim was to be attached (I wanted tacks not staples). Any special fasteners you want used, discussion on various finishes etc.

Grant was very good to work with. This included numerous visits to ensure the front seat and position

was 100 percent. I didn't like to be there too much, but Grant was happy for me to go when he needed my feedback or if I had a concern. To this end, I believe we achieved a first rate job.

As the trimming was being undertaken, new side curtain frames were made and the front windscreen frame and pillars were returned to their correct height. This included milling some new pieces for the windscreen channel as we couldn't buy the right profile and turning new sections for the pillars.

Over 30 metres of hood material was used to re-cover the hood, makes side curtains hood and side curtain bag, full tonneau covers (front and rear) and a cover for the original Brookes trunk and case set obtained in UK along with the original Rolls-Royce luggage rack.

I was very pleased with the result as now I could get in the car and had an excellent seating position and head clearance, my head no longer hit the second hood bow!

Further Jobs on the chassis to do

It had come to our notice that at some time the rear fuel tank had been changed to the later type along with the speedo and temperature gauge (what an eye for detail does Bob Clarke has!)

After examination, the car at some stage had been hit from behind or had backed into something. This had resulted in the fuel tank being changed to the later type and the round cross member (holding the rear spring hangers) had been bent in by about half an inch. To get this right, we had to remove the tank, and the rear wheel carrier (which was also slightly bent). It then became clear that the cross member under the rear of the body was also bent. This wasn't a quick job. All the fuel line and wiring brackets and tube had to be removed to enable the straightening to occur. A big job as items hadn't been touched since the car was built and were difficult to remove due to rust and corrosion.

After removal with help of "Porta power" along with various bits of metal shapes the chassis was got back to its original state. It was now obvious why the rear wheel carrier hadn't been used for such a long time. Firstly the wheel and tyre wouldn't fit due to the bend, secondly the rear wheel carrier was bent, and it was later found that this was caused by the luggage rack being "bashed" into it, this had been thrown away at sometime). Thirdly, the two tyre cradles were missing and must have been destroyed in crash.

Fortunately, replacements were available from Dyers in the UK, but once received it was discovered that these were too high as they were for the later vehicles with smaller wheels (ours has 23 inch)

This was found out by consulting the parts book. Unfortunately only these were available and would be right if they could be altered. A mate who is a very experienced aluminium welder was able to cut them and re-weld them to make them sit lower. A first class job.

The fully restored, correct fuel tank was fitted, along with the fuel line, wheel carrier and cradles. The original rear luggage carrier was also fitted, and it was discovered that the holes were still there but had parts of the old bolts still in them. These were punched out and the rack was bolted straight on.

Wiring upgrade

During working on the chassis it came to our attention that not all the wiring had been replaced. Most of the car had been rewired correctly sometime ago. However, there were still some of the old wires that needed to be replaced. It was also our intention to add additional wires for the indicators which would be incorporated into the parking lights at the front and small original lights at the rear.

The Rolls-Royce doesn't have a made loom, which is usually covered in armour or braided material. Instead it has individual wires go through metal conduit. This is in many sections that run along the frame and are mounted on aluminium supports. The wires are very tight and it is a nightmare to try and run wires through unless the sections are taken apart. Putting another wire in is a real challenge. This was a huge job and required some of the damaged conduit to be replaced as it had been "squashed" in places. Not a job we would like to do again. I was fortunate that a former Telecom technician friend was a great help in this process.

Off to the Coach Builder

After taking off the guards and valance panels, it was noted that the valance panels had been re-made at some time and were not very good. Unfortunately, the original guards had been changed to take the poorly made replacement valance panels. The car was taken to a coach builder who remade the valance panels in the correct style and repaired the damaged guards

These were refitted and made to fit perfectly. Minor repairs were also undertaken on the cowl, the rear tub and other places. At the same time the radiator and bonnet were realigned and adjusted.

The Paint Work

It was decided to repaint the car and the repaired guards and the new valance panels. The colour of the body was to remain the same as it had been repainted in America where it was repainted from yellow back to the original finish Curzon blue (as also listed in the chassis cards). Prior to going to be repainted the front and rear dumb iron and as much of the outside of the chassis was stripped of many layers of old paint.

It was interesting to find in white paint on the front cross member written the words 'repair dept'. This was the result of a minor accident prior to the car being sold in 1926.

The car was repainted by my wife's cousin who manages a large panel and paint shop in the Northern

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

By Chris White

suburbs of Melbourne. My brief was that I only wanted the paint finished no better than the finishes of the time. He wanted to do it to a far better standard to when the car was built. It took about three weeks to be completed. It is not "over done" and we are pleased with the finished result

Valances and mudguards need to be refitted along with the mounting of the boa horn and tilt system. The finished running boards are also ready to be refitted.

This however will not occur until the wiring and other jobs relating to the chassis are finished.

More Drama, the radiator

Unfortunately, the radiator had to be removed again, as the shutters and their operation was not correct. This was another challenge, fortunately each shutter is numbered, but there was quite a deal of work to get them operating correctly and smoothly. Issues included getting the right small spit pins and rod to make them work. A new rubber mounting strip was fabricated to place between the chassis and radiator.

It was also found that the mounting system was not correct. On the chassis, four special bushes known as "top hats" go into the frame; four BA bolts marked with a line allow the correct alignment for the insertion of the small split pin. Four special washer spacers are also fitted. This allows for the radiator to flex and keep it in alignment especially on rough roads. Some of the parts were available in the UK but the top hats had to be made here. The bonnet lacing was also replaced.

New shutter cable and repairs to the dash shutter control was also done at this time.

Getting closer to be back on the road

It is hoped that the car will be ready before the end of the year.

The following is still needed to be completed;

- Overhaul generator and starter motor
- Fit the correct Lucas vacuum wiper
- Make tool rolls and tool trays
- Refit the fully restored magneto
- Change the temperature gauge with the correct restored earlier type.
- Remake and sort out engine linkages and replace the carburettor with the correct fully restored unit
- Restore and refit engine shields
- Any other items including adjustments in the cars' operation

Prologue

It is planned to do a final article on the car once finished. It is always a challenge to restore, repair or keep any old Rolls-Royce (or any old car) on the road. Whilst we are lucky to have many means of sourcing parts, the challenge in the future is to be able to find those craftsmen whose talents and skills are disappearing due to changes in various industries and trades.

There may be a time, due to this and changes in relation to lack of petrol vehicle and tighter Government legislation that our cars could become just static items.

Let's hope that there are many years to go before this happens

In the meantime, get out, use your vehicle and enjoy the many events, which not only give the owner pleasure but others as well.

Christopher and Rita White

GPk1



This photo taken in 2012 shortly after it's acquisition by Chris.

Technical Review of a Rolls-Royce 20/25

By Ian Berg

Gilbert Ralph showcased his 1936 HJ Mulliner bodied 20/25 saloon at the RROCA (Vic) clubrooms recently. The car, chassis GTK20 was originally purchased by Gilbert in 1968 from Perth and he has meticulously restored and maintained it ever since. At the time of purchase it had done 40,000 miles and in nearly 52 years of ownership Gilbert has travelled a further 50,000 miles, the car proving to be exceptionally reliable on many rallies and tours that Gilbert and Nanette have enjoyed.

During the session Gilbert outlined many of the technical features of the car, which he clearly has become closely acquainted with, and provided an entertaining outline of the full history of his ownership and its restoration.



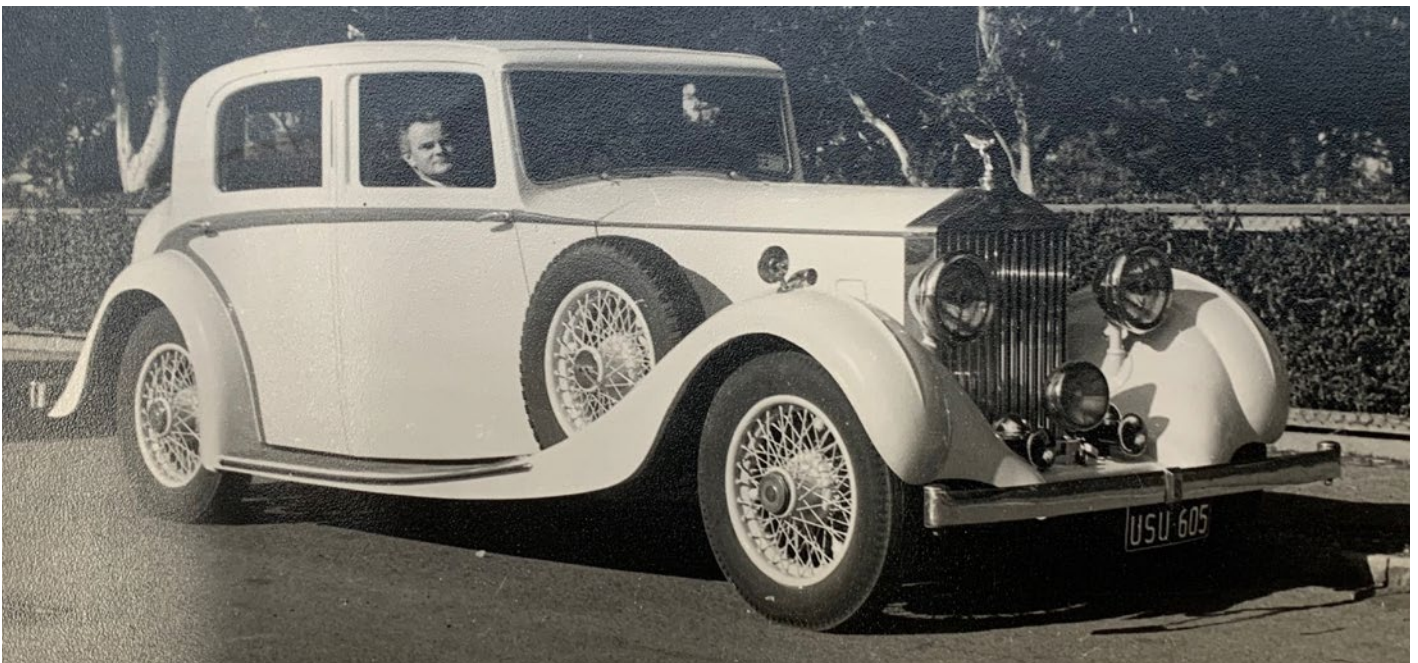
The very complete tool kit of Gilbert's car.



Keith Mortimer also brought along his 1934 Hooper bodied 20/25 GAE29, and so too did Peter Jordan-Hill with his 1931 Barker bodied Sedan de Ville, GNS60.



On display at the RROCA (Vic) Clubrooms. Note the Dreamer Coachwork body next to it which is currently being put to tender. See details this issue.



As purchased by Gilbert in 1968 the car was in very original condition, if a bit tatty.

2019 Annual General Meeting Minutes

20-Ghost Club (Australian Chapter) Minutes of the 2019 Annual General Meeting held at RACV Creswick, Victoria on 21st September, 2019

PRESENT:

George and Susan Blenkhorn, George and Susan Santoro, Glibert Ralph, Richard and Wendy Shenfield, Mike and Liz Williams, Byron and Audrey Dobson, Neil and Glenys Walker, Adrian Akhurst, Diana Provis, John and Wendy Wagstaff, David and Marilyn Forward, Andrew and Margaret Bayley, Peter and Elizabeth Crauford, John and Helen Reis, Bruce and Mary Humphries, Rory Poland, John and Sofija Virgo, David and Ellen Bailie, David and Claire Davis.

OPENING:

The Chairman, Peter Crauford declared a quorum present and opened the meeting at 5.30pm.

APOLOGIES:

Apologies were received from Keith Wherry and Marie Harland, Ian and Sue Berg, David and Jane Alsop, Bryan and Sheilah Harper, Rod and Bambi Hanson, David Jones, Nanette Ralph, Geoff Down and Robyn Ridette, Richard and Annie Burke, Peter Jordan-Hill, Mark Herbstreit, Liz Poland, Mark Roberts, John Humphries.

PROXIES:

The following voting proxies were received:

In favour of John Reis: David Alsop, Russell Rolls and David Jones.

In favour of The Chairman: Rod Hanson, Keith Wherry.

The Chairman declared the proxies valid.

MINUTES OF THE PREVIOUS AGM

It was moved that the minutes of the last AGM held at Merimbula on 20th September, 2018 be adopted: Moved David David, Seconded Gilbert Ralph. CARRIED

Matters arising from the Minutes: There were no matters which were not covered by the agenda.

CHAIRMAN'S REPORT:

The Chairman delivered his report for the year. The contents will be published in the next edition of the Gazette. It was Moved by Peter Crauford and Seconded by David Davis that the report be received.

OFFICE BEARERS AND COMMITTEE:

The following nominations for the Committee were received by the Secretary:

Position	Candidate	Proposer	Seconder
Chairman	Peter Crauford	Rory Poland	Bruce Humphries
Vice Chairman	David Davis	Bruce Humphries	John Reis
Secretary	Ian Berg	Ken Russell	Bruce Humphries
Treasurer	Bruce Humphries	Peter Crauford	Richard Shenfield
Committee member	Andrew Bayley	Bruce Humphries	Mike Williams
Committee member	Rory Poland	Richard Shenfield	Bruce Humphries
Committee member	Keith Wherry	David Davis	Rory Poland
Committee member	George Blenkhorn	John Reis	John Virgo

There being just sufficient nominations to fill all vacant positions, the Chairman declared those nominated duly elected.

FINANCIAL STATEMENTS:

The Treasurer advised that all members had been circulated with the financial statement for the year ended 30th June, 2019. It was Moved by Bruce Humphries and Seconded by Gilbert Ralph that the Statements be received. CARRIED

ANNUAL SUBSCRIPTION AND JOINING FEE:

The Committee recommends that the annual subscription be set unchanged at \$170 and the joining fee be unchanged at \$50. This was Moved by David Davis and Seconded by Marilyn Forward. CARRIED.

NOTICE OF MOTION:

The following motion has been circulated to all members:

'That the Constitution of the Club be amended by adding the following Clause:

14(d) The Committee may, subject to the rules of this Constitution and the Act, regulate its own proceedings and make, rescind, alter and revoke By-Laws.'

This resolution was Moved by Bruce Humphries and Seconded by David Davis, CARRIED

GENERAL BUSINESS:

The Committee recommended the following resolution to the meeting:

There was a discussion on a number of other matters covered in the Chairman's report but no resolutions were proposed.

CLOSURE:

There being no further business, the Chairman declared the meeting closed at 6.10pm

The Dreamer

Coachwork For Edwardian Rolls-Royce For Sale By International Tender

The Sir Henry Royce Foundation is a registered Australian charitable foundation whose primary objective is to preserve and promulgate the engineering ethos of Sir Henry Royce and his successors.

The Trustees of The Foundation have decided to sell, by international tender, a coachbuilt body made especially for an Edwardian Rolls-Royce.

1911 Silver Ghost (Chassis 1524), purchased by Charles H Angas a noted South Australian businessman and the owner of two 1909 Silver Ghosts, was originally fitted with a Hooper & Co limousine body. This body was subsequently removed and replaced with distinctive Brougham coachwork by Grosvenor. Angas adopted the English custom of naming his cars – 1524 was named 'The Dreamer'. (Refer to photograph on page 158, Silver Ghosts of Australia and New Zealand, by Ian Irwin.) The Grosvenor body was destroyed in 1524's subsequent use as a taxi and a farm utility.

The late Charles F Wright AM (a well-known South Australian Rolls-Royce enthusiast) acquired 1524 in 1963. Wright embarked on a 25-year personal labour of love to construct a stunning replica of the original Brougham coachwork. A subsequent owner removed 'The Dreamer' replica coachwork and donated it to The Foundation.



The coachwork as it is today at the premises of the Foundation, which is where the monthly meetings of the Rolls-Royce Owners Club of Australia (Victoria) are held.



Charles Wright is pictured with chassis 1524 when fitted with the coachwork in the 1990s.

The coachwork is substantial, boasting a capacious passenger compartment fitted with many accoutrements such as a polished wood cabinet, cast fittings and plush upholstery. Interestingly, the aluminium skin is unpainted and the extensive internal and external bright work is gold-plated. The body has been carefully preserved on removal from the chassis and a mock-up radiator has been added to make it an exhibition piece. The coachwork is in good condition inside and out, having seen little use prior to its conversion to a museum exhibit. 'The Dreamer' is ready for installation on a suitable Edwardian chassis. (Refer to further photographs on The Foundation's website – www.henryroycefoundation.com)

The Trustees of The Foundation seek written tenders for the purchase of this one-off coachwork. The Trustees preference is that 'The Dreamer' is returned to service on a Rolls-Royce chassis. The Trustees reserve the right to refuse all offers if the purchase price fails to meet a sensible reserve. Tenders will close on March 31, 2020. Tenders should be mailed to: PO Box 140, South Yarra, Victoria 3141, Australia. The sale is on the basis of 'as is, where is'. 'The Dreamer' can be inspected, by prior appointment, at The Foundation's Melbourne (Australia) Head Office.

For further information please e-mail:
enquiries@henryroycefoundation.com

Private Classifieds

FOR SALE

20hp parts.

Complete engine, with all ancillaries, on a wheeled engine stand for ease of transportation.

Cylinder head, tested OK, and crankshaft, reground. Set of six conrods.

20/25 parts. Gearbox, short engine with crank, camshaft etc all in place and in excellent condition.

Contact: brianhfidler@aol.com

Oxford, England. Sensible offers, buyer arranges transport.



CAR SPACE AVAILABLE

A car space is becoming available at my warehouse in Levanswell Road, Moorabbin. It has monitored security, 24 hour access and a light workshop with total storage of eight cars.

Contact: Rob Alsop 0418 804 875

PO Box 7550, St Kilda Road, Melbourne VIC 3004



A photo lineup on the Creswick National Tour in front of the magnificent Maryborough railway station. The station was built in 1885. Mark Twain visited Maryborough in 1890 and observed sarcastically that Maryborough was a train station with a town attached.