

AUTUMN 2021
ISSUE 8



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-1945 Rolls-Royce motor cars. The name of the Club was taken from the legendary 40/50 hp Silver Ghost and its smaller counterpart, the 20hp model. The Club activities revolve around the early cars including Silver Ghost, 20hp, Phantom I, II and III, 20/25, 25/30 and Wraith.

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

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20-Ghost Gazette

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

Editorial Policy

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

The Committee reserves the right to edit or omit any material submitted, including letters to the Editor, for inclusion in the *20-Ghost Gazette*.

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For Sale and Wanted

WANTED

One 19-inch split rim wire wheel to suit 20hp
Call Steve Wasley, Phone 0488 407 848

FOR SALE

**Silver Ghost, 1923 R-series, long-wheel-based
40/50 hp, chassis 97LK. Victorian registration
RR322.**

Fully restored original tourer body by Waring Brothers of Melbourne, retrimmed and engine rebuilt in the 1980s; new radiator core fitted in 2018.

Winner, Vintage and Veteran, and 110 Years of Rolls-Royce, at MotorClassica in 2016.

In excellent condition. One of Australia's grandest Ghosts.

\$440,000, including a complete tool set as per the Company Catalogue of Parts.

Dr James Baxter,
Phone 0439307022

Coming Events

Please note that all events are subject to the applicable Covid-19 restrictions.

March 10 - 24, 2021	National Tour Tasmania email: aobayley@bigpond.net.au	Director: Andrew Bayley phone: 0417 142 779
April 13-15, 2021	East Hunter Valley River Tour, NSW email: bob@robertspv.com.au	Director: Bob Roberts phone: 0407 002 350
Mid year TBA, 2021	Hamilton tour Under consideration	
October 10 - 16, 2021	National Tour Mt Gambier, SA email: polandonhigh@optusnet.com.au	Director: Rory Poland phone: 0422 163 827
March 23 - 28, 2022	RROC Federal Rally Canberra Accompanying tour under consideration	
2022	20hp Centenary Tour Under consideration	



- Above:** After an extended lockdown, it was great to get out on a sunny day in our cars. The combined run with the prewar register of the RROC (Vic) in February was a great success. The cheesy smile competition was won jointly by Howard Wraight, Stephen Peoples and Troy Sartori seen here arriving at the lunch-stop in Howard's Wraith.
- Front Cover:** Alan and Kay Maden, 1923 Silver Ghost arriving at the lunch stop on the recent Mornington Peninsula run. See article page 9.

Chairmans Report

Editorial

The Covid situation seems to be easing and, hopefully, we may be able to look forward to some proper motoring soon. There are events planned for Victoria and New South Wales, and I urge members to support them.

A midwinter getaway is being organised to Hamilton by Gilbert and Nannette Ralph and, of course, this years National Tour will be held on Mount Gambier on the 10th to 16th October with the Annual General Meeting on the basis the Covid situation has passed.

I wish the members touring Tasmania a safe and enjoyable trip. Andrew and Margaret Bayley have put a lot of work into the Tour and have stayed the course as far as meeting all the challenges which have been thrown up by the threat of the Virus.

We warmly welcome the following new members to the Club:

- Ann Dillon Silver Ghost 64PE
- Steve Wasley 20HP GMK 62, GFM 58
- Kevin Kane 20/25 GHW 8

And we look forward to meeting them at coming events.

In closing may I remind members that the Past UK Chairman, Sir John Stuttard, has put a great deal of effort in preparing the groundwork for listing our cars on the Clubs website. The advantage of this exercise is that there will be a accurate and authentic history of our cars thus avoiding misrepresentation in the future.

The form for completion has been circulated by email and is available from the UK website should any members wish to complete and post it to Sir John. It is in all interests to include our cars on the website.

Happy Motoring,

Rory Poland, Chairman

This edition of the *Gazette* is unashamedly flooded with photos of the recent Mornington Peninsula run. We had a couple of very good photographers on the run who provided some outstanding shots in beautiful settings, and the weather was on our side as well. Hence, I have held over the next in the Patriots series of articles as there was plenty of material to choose from here.

We have all been caged up, on and off, over the last few months and it is clear everyone is keen to get their cars out and have some fun. Please remember to take some photographs as you use your hobby cars and send them in. Remember that they are always more interesting if you have people in the frame and a bit of a story to tell.

Thank you to James Baxter for his comprehensive history of what must be one of the most important Silver Ghosts in the country, and also to James Brigden and Peter Jordan-Hill for their contributions.

Steve Stuckey's series on Phantom III's in Australia is superbly researched and will continue for a number of issues as he has information on every one of these cars that ever arrived in Australia.

For future editions, I could use some more articles on your cars. So, if you have not contributed to date, please do reach out and a feature can be included in the *Gazette*.

Many of us are preparing for the Tasmania tour, and subject to reasonable responses from our state governments in the event of Covid outbreaks, we will be able to report fully on this event in the Winter edition.

*Ian Berg,
Editor and Secretary*

Below: Let's have a picnic with the Phantom II and our caravan.



Melbourne Christmas Lunch

Bruce Humphries and Ian Berg

We had 21 members and guests at the luncheon at the Sandringham Yacht Club on December 7th. The weather was warm but mixed with some rain. Nevertheless, there were six proper cars in attendance. Bruce Humphries took the opportunity to review the Club activities over the Covid year and outline the planning for 2021 and 2022 as well. Once again, this was an enjoyable outing, our first for some time, at an excellent venue. Members and guests attending were:

Byron and Audrey Dobson, Ian and Sue Berg, Bruce and Mary Humphries, Elizabeth Crauford, Chris and Rita White, Peter Jordan-Hill, Richard and Wendy Shenfield, Robert and Anne Banks-Smith, Theo and Edith Nelson, John and Helen Reis, Gilbert and Nanette Ralph, Greg Wayman, Anthony and Carolyn James, Ken Russell, Russell and Heather Rolls, George Santoro and his daughter Debra, George and Fiona Forbes, Peter and Barbara McBeth, Noel and Janis Baker, George and Sue Blenkhorn, Neil and Louise Matthews and Bruce Sansome (guest of Chris White).



Robert and Anne Banks-Smith 1922 Silver Ghost, chassis 6PG.



The line-up is headed by Peter and Barbara McBeth with their 1935 20/25, chassis GPG23.



The dining room of the Yacht Club. An excellent venue.



John and Helen Reis, Phantom I, chassis 44EF heading this line-up, with Anthony and Carol James Phantom I, chassis 60RF alongside.

1934 20/25 (GYD29) Continental Sports Saloon

Peter Jordan-Hill



Chassis GYD29 is pictured by the river at Leath, when Peter was on tour in the UK.

Ater Lautus, a 1934 20/25 (GYD29) Thrupp & Maberly Continental Sports Saloon was a 20-Ghost club car in 1958, the club records show Mr Edward Preston Hatchett, 21 Ashbourne Road, Hanger Hill London W5 to be a club member. Mr Preston owned chassis GYD29 from 1954 to 1962. News & Record Issue 61, October 2020 p6140 reproduced the front cover of The 20-Ghost Club Record, Vol 1 No 4, Winter 1960, with the following caption 'The magazine is silent on the model and ownership of ADV777 and sadly the web doesn't reveal any modern details. Presumably it's a 1933 20/25. Does anybody recognise it? Great picture though!'. Yes, I did, and after correspondence with the Editor Johnnie Gallop we were able to establish that this great photograph is indeed Ater Lautus, GYD29.

I purchased GYD29 sight unseen on 6 September 2016, on the recommendation of a friend, the car was located at 'Eden Mansion' a boutique hotel at St Andrews Scotland. I took possession of the car from Mr Christopher Wood on the 27 September 2016, having endured a long flight from Melbourne to Edinburgh and decided to stay at the very grand 'Eden Mansion'. On checking out, I was advised that my stay was complimentary as Mr Wood owned the Hotel, a very gracious gesture, perhaps he thought I had paid too much for the car. I didn't and I don't.

Details:

Model	20/25
Year of Manufacture	1934
Engine No.	H7M
Coach Builder	Thrupp & Maberly
Registration No.	FA-5626
Chassis No.	GYD29
Body name/type	Continental Sports Saloon
Body colours	Black
Main colour	Black

History:

GYD29 was 'Off Test' on 10th September 1934 with a long wheelbase and low 'F' rake steering suitable for an owner driver, specified for touring in the UK and on the Continent. The chassis was delivered to Thrupp & Maberly of 108, Cricklewood Lane, London NW on 3rd November 1934 for fitting a Continental Sports Saloon body (number 6069). The car was sold on 6th October 1934 to George Heath Ltd, motor dealers, of John Bright Street, Birmingham for their customer, Arch (sic) Aitken of Branston Road, Burton-on-Trent. The car was completed on 13th December 1934, with the guarantee effective from 22nd December 1934. It was registered FA-5626 by the County Borough Council of Burton-

On-Trent in early 1935. At some stage the registration number was hanged to ADV-777 and, then with effect from 1 January 1990, it was changed back to its original number.

Over the years, GYD29 has had the following owners:

- 1934-1936: Archibald Aitken, Branston Road, Burton-on-Trent
- 1936: R Cripps & Co, motor car dealers, 31-61 Lower Parliament Street, Nottingham
- 1936-1947: Bernard Brewer, 60 Priory Road, West Bridgford, Nottingham, then Tollerton House, Edwalton, Nottinghamshire, then Stansted House, Adams Hill, Wollaton Park, Nottingham
- 1947-1954: Bob Smith, 338 Holbrook Lane, Coventry
- 1954-1962: Edward Preston Hatchett, 21 Ashbourne Road, Hanger Hill, London W5
- 1962-1969: Dave Carpenter, 2 Bramber Ave, Peacehaven, Sussex BN10 8LR who sold it for £700
- 1969: Dick Hunt, West Hoathly Garage, Rolls-Royce dealers and restorers
- 1969-1989: AJ Herbin, 606 Elm Street, Jamestown 66948, Kansas, USA
- 1989-1996: P&A Wood, Rolls-Royce dealers and restorers, in whose ownership the car was re-imported to the UK, restored, given its original registration number and then sold it for £55,000
- 1996-1997: Dr David Christie, 49 Mulgrave Road, Sutton SM2 6LR
- 1997-1999: RF Tolhurst, Baldock Wood, Old Ham Lane, Lenham, Maidstone, Kent
- 1999-2010: Bernard Copleston, 374 Hythe Road, Willesborough, Ashford, Kent
- 2010-2014: Christopher Miles, 174 Chequers Road, Minster on Sea, Sheerness, Kent

- 2014-2016: Christopher Wood, Seggie House, Cupar Road, Guardbridge, St Andrews, Fife, Scotland
- 2016-Present Day: Peter Jordan-Hill, c/o McPheat Auto, Sefton's Farm, Bay Horse Road, Quernmore, Lancashire, who acquired the car for £50,000 and gave it the name 'Ater Lautus'

In 2017, GYD29 participated in the RREC's Round Britain Tour and, in 2018, the 20-Ghost Club's Tour of Poland and Germany.



In 1960, the Record featured GYD29 on the front cover.



The car when collected from Eden Mansion in September, 2016.

Sydney Christmas Lunch

David Davis

Thirteen members and guests attended the New South Wales Christmas Lunch on Wednesday 2nd of December at the Royal Sydney Yacht Squadron. Those present were Keith and Marie Wherry, Richard and Mikki Jones, Les and Carol Hearne, Bryan Inder with Liz Cuming, David Axe, Geoff Harrison, Bob Roberts and Clare and myself. Bob Roberts drove from Maitland in the Hunter Valley to Tascott on Brisbane Water to collect David Axe then onto Kirribilli to attend the lunch. Apologies were received from John Milverton, David Berthon, Peter Moran and Don Young.

The day was sunny with a light south easter blowing which was ideal. We were able to be seated at one table under an awning behind glass on the terrace overlooking the Harbour. The lunch was bistro style ordered from the counter and served at our table. Being outside, we were able to change seats to chat and there was plenty of that. Interest was expressed in short 'Get in and Go' events as well as a three-day tour around the Bucket's Way in the autumn.

A highlight was the usual Wednesday afternoon race organised by the Royal Prince Edward Yacht Club, the bottom mark of which is just off the Squadron. We had a great view of the mixed fleet, including some of

the Sydney to Hobart entrants getting up their hours, as they tacked to continue towards the weather mark. Wednesday afternoons are usually difficult to obtain appointments in Sydney!

A group photo was taken in front of one of the starting cannons situated on the lawn in front of the Club House. The day must have been successful as members were still discussing important matters long after the sun had crossed the yard arm on the Squadron's signalling mast, indeed, it was well below it.



A Summer's Day Out on the Mornington Peninsula

Ian Berg

Overlooking Port Phillip Bay, the Arthurs Seat Summit carpark was the perfect assembly point for the combined tour between the pre-war registers of the Rolls-Royce Owners Club, and the 20-Ghost Club. Attracting 34 people, we had 13 cars including 12 Rolls-Royces and one Bentley.

With very little traffic, it was a leisurely meander down to Flinders on the backroads of an area not that far from Melbourne that offers some fabulous rural touring country. Weather was perfect and a number of participants took advantage of it with top-down motoring. From Flinders we continued on to Merricks and then to the restaurant Barn & Co. The food was excellent and was provided in a beautiful barn set in a winery. It was during lunch that the Victorian premier announced a 5-day lock-down coming into effect that night. Up until then, there had been no discussion about either politics or Covid – what a pleasure that had been!

Following lunch about half the group then toured on to Dromana on equally beautiful and quiet roads to visit Creative Custom Cars. Creative has been in operation for about seven years and have a very diverse range of skillsets and numerous projects underway. They can undertake ground up restorations, classic car maintenance and custom fabrication and modification. Proprietor Alan How was generous with his time and detailed a number of projects in the extensive and modern facility. All work, except for trimming, is done in-house. This is an impressive restoration shop and

was responsible for the award-winning Aston Martin at Motoclassica in 2019. A number of cars under restoration are from overseas and will be shipped back to their owners once completed. Alan is even commencing a project on a complete build of an electric vehicle.

Thank-you to Greg Wayman and Rod Hanson for their assistance in the planning for the day. A particular thanks also to Bruce Walker and Christopher Collins who took some fabulous photos for the event, the first touring day we have had for quite some time.

Ann and Des	Dillon	Rolls Royce	1920	Silver Ghost	64PE
George and Sue	Blenkhorn	Rolls Royce	1922	Silver Ghost	70SG
Alan and Kay	Maden	Rolls-Royce	1923	Silver Ghost	65LK
Neil and Louise	Matthews	Rolls-Royce	1924	20hp	GRK81
Peter and Barbara	McBeth	Rolls-Royce	1926	20hp	GOK 69
John and Helen Gerald	Reis Swinnerton	Rolls-Royce	1927	Phantom I	44EF
Richard and Annie	Burke	Rolls-Royce	1928	20hp	GBM32
Greg Gareth	Wayman Bryant	Rolls-Royce	1928	20hp	GYL74
Kevin and Barbara	Kane	Rolls-Royce	1932	20/25	GHW8
Ian and Sue	Berg	Rolls-Royce	1934	20/25	GWE16
Wayne Gary	Fitzgerald McMillan	Bentley	1934	3 1/2 litre	B107BL
Rod and Bambi John and Carol	Hanson McQuay	Rolls-Royce	1937	Wraith	GMP 12
Howard Stephen Troy	Wraight Peoples Sartori	Rolls-Royce	1938	Wraith	WXA50
Christopher	Collins	Modern			
George and Fiona	Forbes	Modern			
Mark	Herbstreit	Modern			
Bruce	Walker	Modern			



At the Arthurs Seat summit carpark. Howard Wraight's Wraith and behind it, Ian and Sue Berg's 20/25. The wheel discs are polished appropriately.

A Summer's Day Out on the Mornington Peninsula

Ian Berg



John and Carol McQuay at the start in the 25/30. Rod and Bambi Hanson accompanied them on the tour.



George and Sue Blenkhorn with the Silver Ghost.



Greg Wayman and Gareth Bryant, 1928 20hp.



Peter and Barbara McBeth, 1926 20hp.

A Summer's Day Out on the Mornington Peninsula

Ian Berg



They were supposed to be going in the same direction.



Sue Berg ushers in Richard and Annie Burke.



Howard Wraight, Stephen Peoples and Troy Sartori, 1938 Wraith.



Richard and Annie Burke, 1928 20hp.



John and Helen Reis, Gerald Swinnerton, 1927 Phantom I.



Wayne Fitzgerald and Gary McMillan, 1934 31/2 litre Bentley.



The top has been lowered on Neil and Louise Matthews' 20hp, Barker bodied cabriolet, in preparation for a departure from the lunch stop.

A Summer's Day Out on the Mornington Peninsula

Ian Berg



Wayne Fitzgerald and Gary McMillan in the Bentley.



Alan and Kay Maden parked at Dromana



Plenty to talk about at the carpark at Barn & Co.



Ian and Sue Berg's 20/25 with Neil and Louise Matthews' 20hp. Greg Wayman is parking his 20hp.



There are some wonderful touring roads on the peninsula.



A 1973 BMW 3.0 CSL racing car undergoing a full restoration at Creative Custom Cars.



Alan How outlined the capabilities of his extensive restoration and custom shop.



Another BMW, this one a 1989 M3 which was campaigned at one stage by Nicki Lauder. It also ran at Bathurst. The Jaguar in the background has undergone major work in the panel prep area.

When Ruby Came Into Our Lives

James Brigden



Pictured at Callan Park, a heritage listed 60-hectare site in Lilyfield in the inner west of Sydney.

James outlines the story his very original 1923 Rolls-Royce Twenty, chassis GA12, with Smith & Waddington tourer body in green with black guards.

I have always had a passion for vintage cars but from when I first got my licence anything half-way decent was way out of my budget. After tinkering with a 1926 Oldsmobile tourer with a broken con rod, I did up and drove a 1948 Fordson panel van and a similar period ute.

I then came across a 1947 Rover 16hp Saloon in very original condition. Later I found out it had 46,000 original miles on it. It was a lovely car and my first Rover - I enjoyed it very much. Work then got in the way of things and I had to have something more sensible.

After buying a new Toyota wagon and being so disappointed with it, I bought a Rover 2000TC - so much nicer. Various Rovers followed including a P6b 3500S which served me for over 300,000k - a superb motor car. I was working in Brisbane once every three months and that car ate up the miles from Sydney to Brisbane. I have to say it was one of the nicest cars I have owned. I did find time to buy a P3 Rover and do it up for my brother's wedding. A 16hp Sportsman followed in very rusty state which I did a lot to, but finally bought a second one that was in a paddock in Engadine, with sheets of tin over the top. This car was rust free and I was able to get it going where it sat and

loaded it on to a trailer and towed it home behind the V8. It turned out the dark green leather seats and trim were found in the roof of the previous owner's home and after a good soaking with leather dressing are still serving that car. A fantastic spray job was done by the husband of a lady who worked for me - dark green with black turret and guards - some re-chroming finished the car off. In the meantime, I found a 1951 Landrover 80 - one of the very early ones which with a respray back to the original green and number plates LR-051 was also in fact one of the most enjoyable cars I have owned. These are now very sort after vehicles.

I had a 1935 Rover 14hp Sportsman for a while - said to be the 'poor man's Rolls Royce' - I did some work on it before passing it on due to business pressures. The business grew and took more and more of my time. An old friend Peter Legh had a beautiful Rolls-Royce 25/30 with the originally fitted vintage saloon body from an earlier twenty and I went to many events with the RROCA as navigator and observer as Peter was colour blind and would often miss light changes and so on. Peter kept this car in the dining room of his home in Wahroonga, with a parachute for a cover. One memorable event was the time The Silver Ghost AX401 came to Australia. Seeing that car on the road was inspiring. Anyway, years went by and the business was sold and there was cash in the bank and time on my hands.



The car was delivered new to a station in Inverell. The original owner was a lady by the name of Ruby, after which the car is named. It was the first car to drive over the bridge, and Ruby was driving.

I kept browsing the vintage car advertisements and eventually I saw this 1923 20hp Goshawk Rolls-Royce tourer. I described it to my wife, and she said: 'buy it – you have the money and you have wanted one for a long time' (bless her). After some discussion I set off with a neighbour who knows about these things for the village of Barrington from St Albans. He said to me when he saw the car that it was the most original 20hp cars he had seen. It was a one family owned car and was quite original. After some negotiation, particularly that we would keep the name of the car and that it wouldn't leave the country, the car was ours.

I have a long-time friend who owns Central Coast Tractors and he knows well of my interest in vintage cars. He offered his tractor delivery truck to pick up the car so off we set driving to Barrington. It took some time to arrange to load the car as the owner was in no rush to see his family car go. Eventually, we had the roof down and strapped for the trip and the car loaded on the flat top. We proceeded to Gloucester for lunch where the car created a lot of interest. Then on down to Somersby for photos in front of the tractor shop and down the expressway to Rozelle where we unloaded and took her for a run around Callen Park. There are two cut glass champagne glasses in the rear seat, and Dianne arrived with a suitable small bottle for a toast.

Some weeks later I was taking her for a drive with my brother-in-law when, whilst sitting at the lights, a bike rider commented on the amount of green liquid coming from the front to the car. I had realised the weakest point in the condition of the car was the radiator and exhaust – the exhaust is still surviving but the radiator core had a serious breakdown at this time. After some investigation I found a source of a new brass core in England. They asked for the chassis number and had a record of all vintage Rolls Royce radiator dimensions. Some expense and fuss later, a new core was delivered to Sydney Airport, and I then took it to a radiator repairer in Castle Hill who did a fine job, including



The day we picked up the car from the nephew of the original owner, Ted Cohen, from whom we bought the car.

polishing the German Silver tank sides and top. So, we were back on the road. I must mention a good friend of mine, David Hollister, who helped take out and replace the radiator. David passed away last year – an owner of two rare Rover cars – a Twenty Sportsman and a lovely alloy 12 – a finer friend one could not find. He really enjoyed fiddling with the Rolls – especially as he was able to go home afterwards and leave any problems to me.

So, Ruby was on the road and running sweetly. The two-wheel brakes take some getting used to – especially on the hill down to Wisemans Ferry – but the drive from Webbs Creek Ferry to the village of St Albans along the Macdonald river is one of the nicest runs there are. Having let all the traffic go you know there will be nothing behind for at least 20 minutes.

The car is delightful to drive, only three speed but with a good solid motor with reasonable power she is good to drive as long as one doesn't pick peak hour traffic – the notice on the rear of the car mentioning there are no indicators and to watch for hand signals usually has great response. I have bought vintage style indicator lights but haven't fitted them yet as the car is totally original and, so far, they haven't proved necessary. I find the gear change interesting. Often one can change gear so easily and the lovely gated gear leaver very precise – but on some occasions it just won't go into gear without a nick no matter what I try.

A few things are missing which I would like to rectify. The alloy clam shell under the engine is missing one of the Highfield levers, a bonnet catch is missing from the port side of the bonnet, and I need to get more oiler caps. I have recently been given a sparking lead tube for her and I will get some cloth style sparking leads and fit this when we get to our new home at Point Frederick

Just a lovely thing to have.

Silver Ghost 97 LK

James Baxter¹

The headline for the April 1994 issue of *Præclarum*² was 'A Grand Silver Ghost Reappears', accompanied by a photo of R-series, long-wheel-based 40/50 h.p., 97LK near Kyneton. It is undoubtedly one of Australia's grandest, surviving Ghosts, and over the years much has been written about it. Off-test in March 1923, the chassis had been ordered through Dalgety's by Albert Hole Davie of 'Yarramundi', 27 Ormond Esplanade, Elwood³. It was bodied by the prestigious firm Waring Brothers of Elizabeth Street, Melbourne, and appeared on their stand at the 1923 Motor Show, at the Exhibition Buildings. It can only be presumed that Waring Brothers had a jig, and that the body was complete by the time the chassis arrived from England. Davie's brother also bought a chassis (88LK) at the same time and Waring Brothers bodied it as a roadster.

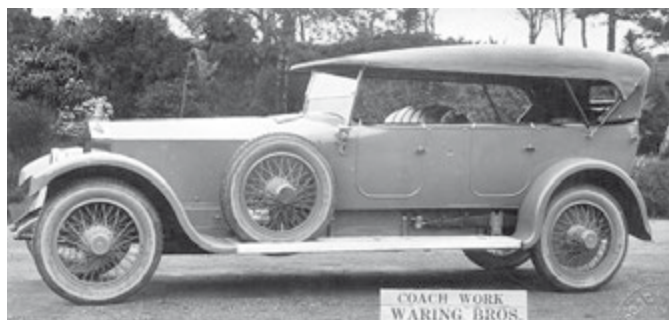
The *Coach and Motor Builder* of December 15, 1923 (reprinted in *Præclarum*, 4-90, p1737) described 97LK.

The body has accommodation for six persons, three on each seat. The seats are all separate units, with removable armrests provided between seats. In addition there are three folding occasional chairs, which fold out of sight at rear of driving seat when not required. A rear screen is provided, which, when in use, is supported on each side in sockets let into the body, thus making it absolutely rigid.

The top edge of the body is faced all round with polished blackwood, which extends over top of front seat. The fascia board, carrying instruments and gauges, is of fiddleback blackwood, inlaid. There are electric dash lamps, lamps fitted to hood to light the interior, and also let into the body, low down, to switch on and off as the doors open and close. The latter are to light up the entrance for passengers entering and leaving.

The curtains are deeply windowed in celluloid, and those over the doors are in steel frames, fitted so that they open and close with the doors. Painting is in grey throughout. Inside trimmings are blue leather, the squabs being set up several inches above the body line.

The car, which was designed to provide the maximum of comfort, has a fine appearance both in open and closed positions. In the production of this and similar highclass jobs, Messrs Waring Bros. have established themselves in the front rank of Australia's body builders.

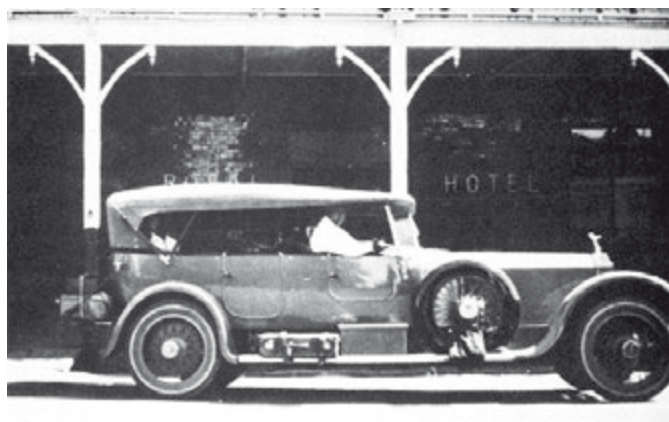


A Waring Brothers promotional photograph of the car from 1923.

Davie was an avid motorist and also quite good at promotion. A number of photos of the car in its early years appeared in various publications. The *Autocar*, February 1925, p299, carried photos of it at the Kosciusko Hotel (5,560 feet), crossing a ford on the Snowy River (6,500 feet), and at the summit of Mt Kosciusko (7,200 feet), clearly demonstrating the touring capacity of the car on what would have then been very difficult roads and conditions.



The Davie Family on a picnic at Phillip Island. Date unknown. Source: Automobilenet2.net



This photo has appeared over a number of years, but the question remains where was this Royal Hotel? Note prior to the windscreen swap.

¹ Dr James Baxter is a retired Melbourne academic and is the current owner of 97LK. It has been a part of his life, and vice versa, since 1973 – mostly in the role as chief navigator and caterer.

² No 2-94, April 1994.

³ An extensive search using Trove elicited scant material regarding the Davie family, surprising given their clear status. In 1946, both brothers were described as 'Hardware Merchants'.

The Davie family transferred an earlier car's registration to it, and it carried the number 788 until 2018. At some stage the single-pane V-shaped screen from 88LK replaced the original split screen as shown in the coachbuilder's photo, and apparent in the photo above. The current screen is visible in the photograph of Lord Huntingfield's arrival. Detail is shown in the photo below.



Detail of the windscreen. Photo: Ian Berg.

In May 1934 the car was used to meet the newly arrived Governor of Victoria, Lord Huntingfield, at St Kilda pier and take them to the Melbourne Town Hall and Government House. He had travelled with his party across the bay from Port Melbourne on a launch. A short length of film survives, showing all of the pomp of the occasion, and can be accessed from the Governors of Victoria page: <https://www.governor.vic.gov.au/government-house/governors-victoria>



*Arrival of Lord and Lady Huntingfield, May 1934.
Source: The Rolls-Royce Bulletin, August 1934, p28.*

Although reputedly used during the State visit of the Duke and Duchess of York in 1927, no documentary evidence or photograph has ever been found to verify that. It was used, after Davie sold it, by Archbishop Daniel Mannix, in a St Patrick's Day procession.

In the late 1930s it was owned by Alan Male, a Melbourne car dealer⁴, for a while; then a Catholic priest – the Mannix connection. Some time after the War it was bought by the Gambold family from Whitfield, in north-east Victoria. It was then sold to Allan (Frank) Perry of Yarrawonga, an early member of the RROCA Victorian Branch, believed in 1956.



The car as first seen by Richard Knight in Lansdowne Street, Melbourne. Photo: Richard Knight

Richard Knight and John Griffiths bought it from Frank Perry in May 1964. Richard then bought out John's share shortly after, and owned it from then until his death in November 2017. Since then, it has been owned by James Baxter. A chance meeting at Whitfield with Gambold's nephew, whilst on a 20-Ghost Club rally to the Victorian Alpine region, provided the missing part of the ownership jigsaw, and a greater insight into the car's history.



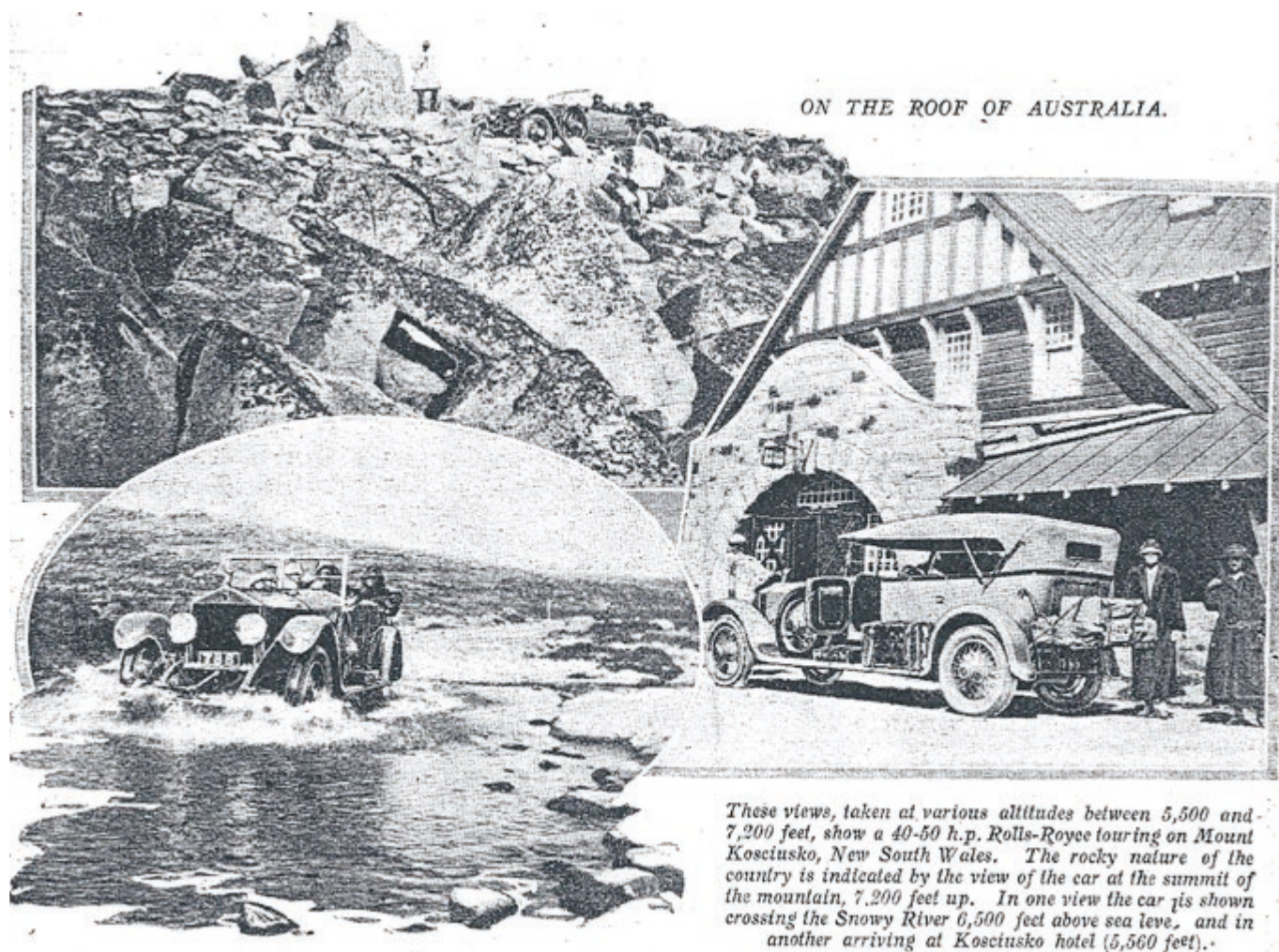
The car in 1964, outside the Knight Family residence in Rosedale Road, Glen Iris. Photo: Richard Knight.

For some time, Richard used it as his regular car. In the early years of ownership, it was far from sedate driving; and of course, the 1960s era traffic was more accommodating. On one occasion, believed in 1964, the car saved Richard from a very sticky situation. After a meeting of the RROC in St Kilda Road, Richard retired to club stalwart Patrick Kane White's house for a nightcap.

⁴ Davie's sister Maude was a Mrs Male, so the transfer may well have been within the family.

Silver Ghost 97 LK

James Baxter



The Autocar magazine of February 20, 1925 featured 97LK on Mount Kosciuszko.



Silver Ghost 97LK is centre stage at a family outing in the 1930s.

A spirited run along the length of Alexandra Avenue, with its wide, sweeping curves, followed - with a fellow enthusiast in hot pursuit, driving a red Singer 9. By the time they pulled up in Hill Street a third, powder blue, car had joined in, its driver apparently having seen the Singer clip the kerb in Alexandra Avenue and possibly also having noticed the speed. The policeman got out of his car and had commenced questioning the driver of the Singer when the Ghost let fly with one of its best-ever post-ignition backfires, shattering the late evening Toorak peace. Without a word, the policeman turned on his heel and drove off. Nothing more was heard, not even a laundry bill.

One Saturday afternoon in the late 1970s, Richard decided to sort out a stripped manifold thread. It quickly progressed significantly further than that within the afternoon, leading to the commencement of a complete body-off restoration and engine rebuild. Very frustratingly, this took far longer than could have ever been visualised but, in time for the formation of an active Australian Chapter of the 20-Ghost Club, the car re-emerged in full splendour. Richard had a keen eye for authenticity, and all work was carefully considered. Once off the chassis, the body was found to be in excellent order and it was decided to keep it red when it was repainted. If the 1923 description had been correct (and the evidence from the original side pockets suggests it may not have been), at some stage it had been re-upholstered in black leather. The side lining and pockets had to be replaced, as did the hood. The blackwood was repaired as needed, and repolished. A new dash was crafted from fiddleback blackwood to match the original. New rubber matting to the front and carpet to the rear, and new aluminium to the running boards recreated the car close to its original 1923 appearance. The side curtains had disappeared at some point in its history, and were not replaced. At the 2016 MotorClassica event it returned to the Exhibition Buildings where it was first exhibited in 1923. It won the Vintage and Veteran section, and winner of 110 Years of Rolls-Royce, a tribute to the work Richard had put into it, ably assisted by a number of top craftsmen, including (amongst many others) Simon Elliott and Nick Sims.



MotorClassica parade, Spring Street, Melbourne, October 2016. Photo: Greg Johnston.

An ill-judged remark about tool presentation, when the car won the 1994 RROC Victorian Branch Annual Concours (Class 1 Silver Ghosts), spurred Richard to put together a complete tool kit as per the Company catalogue. Some of the assemblage is shown below:



Tool trays. Photo: Ian Berg

Post-restoration, the car has been used on numerous rallies: including part of the Ayers Rock (Uluru) rally, several memorable 20-Ghost Club rallies organised by Rory Poland in various parts of South Australia, a number of rallies in Victoria and the 20-Ghost Club annual rally to Margaret River and south-west Western Australia in 2000. For the Western Australian rally, it was accompanied by Lachlan and Kerry Ely's New Phantom (22RF) across the continent.



Day 1 of the cross-continental run – 97LK and Phantom I, 22RF at the lunch stop at Nhill. Photo: James Baxter

Overall, the cars behaved themselves impeccably, with just a few minor issues as would be expected. Modern-day fuel points are close to the range of a Ghost, but only once was the auxiliary supply needed, the result of a detour to the Head of the Bight. The two cars returned to Melbourne by rail in a container: the drivers and passengers came back with other club members the easier way, on the Indian Pacific.

Silver Ghost 97 LK

James Baxter



At MotorClassica, Exhibition Buildings, Melbourne, October 2016. Photo: James Baxter.



A Ghost-eye view of the Nullarbor Plain, October 2000. Photo: James Baxter

This is a car that has been well-loved and well-maintained by its relatively few owners, appreciated for its engineering and driving excellence. It has been used for vice-regal events, ceremonial events, family holidays and Club rallies. The Coach and Motor Builder description of it in 1923 is still current, if minor changes are allowed for the colour of the body and possibly upholstery, which in fact have been that way for two thirds of its almost 100-year life. An original, long-wheel base, tourer body, in superb condition – one of Australia's best Silver Ghosts.



The car and Richard Knight at North Bundaleer, Jamestown, South Australia, on one of Rory Poland's most memorable 20 Ghost Club rallies to the Barossa and Clare Valleys, Spring 2003. Photo: James Baxter.

Phantom III Cars in Australia between 1936 and 2020 - Part Two (Cont.)

Steve Stuckey

Steve continues his series about all the known Phantom III Rolls-Royces in Australia. Very collectible, these cars epitomise the best of Rolls-Royce engineering.

No. 4 Chassis 3AX99, in Australia since early 1939

This chassis was off test at Derby on 23 November 1936. The chassis had been ordered by Jack Barclay Ltd. and was sent to Park Ward, who fitted a limousine body finished in jet black; the interior had black leather to the front compartment, fawn cloth to the rear and Circassian walnut woodwork.

It was delivered on 3 February 1937 to Lt.-Colonel Sir John Humphrey (1872-1939) in Eaton Square, London, registered DUL 353. He traded in a 1935 Daimler Straight 8 Hooper limousine for £1,100 on the car price of £2,750. In October 1938 Humphrey traded in 3AX99 to Jack Barclay for £1,550. On 6 December Barclays sold the car to Appleby & Ward in Sydney for W G Stuart for £1,550 plus £97 for freight and insurance. Stuart lived in Darling Point, Sydney and was from Stuart Bros., a large building firm, and owned New Phantom 35MC.

Well used by Stuart, 3AX99 was loaned by him to the *Sydney Morning Herald* who on 27 June 1939 published a road test of the car. Appleby & Ward sent a copy to Derby and they were impressed by the results of the test. At this time, it was registered FZ-079.

3AX99 was laid up in 1942, then Stuart accepted an offer from the newly opened Soviet Legation in Canberra, where the car was used between 1943 and 1945 by Minister Andrei Petrovich Vlasov, and then between July 1945 and 1948 by Minister Nicolai M. Lifanov. On 24 July 1948 the Soviets sold the car for £2,335 to J Deaton, owner of the Prince of Wales hotel in Sydney and the Hotel Manly, who had the car registered YK-252. In 1950 he sold 3AX99 to John Bristow in Maryborough, Queensland. In 1966 Bristow sold the car to Boyd Rasmussen, registered 643.893, who kept it until 1979 when it passed to Frank Allen in Melbourne. As reported in *The Melbourne Herald* on March 2, 1981 the body work of 3AX99 was destroyed in a fire at Allen's Brighton home. The chassis, restored, has been with Robert McDermott who I believe still has it, still with its original engine.



Chassis 3AX99 when for sale in 1966 (Stuckey)

Phantom III Cars in Australia between 1936 and 2020 - Part Two (Cont.)

Steve Stuckey

No. 5, Chassis 3DL2, in Australia between 26 January 1945 and 1989

3DL2 was sent off test on 10 March 1938, and was significant in that it was the first Phantom III chassis with the new four-port heads, single valve springs and solid tappets. Originally held as Rolls-Royce stock, it was fitted with a standard Hooper limousine body finished in black, with black leather to the front compartment, fawn cloth to the rear and walnut woodwork.

On 5 May 1938 Rolls-Royce sold 3DL2 to Walter Shakspeare of Surrey (1869-1947) who paid £2,722, including £645 for his 20/25 GSY80. Shakspeare was Chairman of a Ceylonese rubber and tea company. First advertised by Jack Barclay Ltd. in March 1941, with a mileage of 17,436 3DL2 was not sold until September 1944, for £2,200, to Lt-General Sir (Charles) Willoughby Noke Morrie of Gloucestershire (1893-1977) who had just been appointed Governor of South Australia; he shipped his car to Adelaide via Sydney, as his personal property. On the same ship were the cars of the newly appointed Governor-General, Prince Richard, Duke of Gloucester; these included 3AX195 (see below). Whilst 3DL2 was not used much by Norrie due to wartime

petrol rationing (he used either a 1940 Hillman or a 1940 Morris), he did use it for some official (and personal) duties, registered SA 3070.

In January 1947 Norrie sold 3DL2 to the Commonwealth Government for £4,000. (He remained as Governor of South Australia until 1952, when he was appointed Governor-General of New Zealand.) The Commonwealth was looking for a suitable car for the new Governor-General Sir William McKell. 3DL2 was serviced by Appleby & Ward and driven to Canberra where it stayed in Vice-Regal Service with McKell between 1947 and 1953, and then Sir William Slim. Apparently Slim did not like the car, and it was replaced by Silver Wraith DLW24 in 1954. On 20 June 1955 3DL2 was sold to Dr Thomas Farrell of Victoria by George Sevenoaks for £3,000 and was registered GJA-999. On 16 July 1957 it appeared on page 9 of *The Age*, and later that year was sold to Dr Joy James. It appeared in the 1959 movie 'On the Beach', and in 1960 was sold to Dare Watkins. Harold Paynting owned it between 1967 and 1975, when it was bought by Jack Griffiths. Robert McDermott had the car in the 1980s before it was sold at auction in 1989 to Japan. It has been with an enthusiastic Dutch owner since 1998.



Chassis 3DL2 with Sir Willoughby Norrie at an Adelaide church service, 1945 (Stuckey)



Chassis 3DL2 at the swearing in of Sir William McKell, Parliament House Canberra, 11 March 1947 (National Archives of Australia)

No. 6, Chassis 3AX195, in Australia between 26 January 1945 and 21 January 1947

A short-term but significant Phantom III visitor to Australian shores, this chassis was delivered on 1 May 1937. Its owner was the second member of the British Royal Family to take delivery of a Phantom III (the other was 3AZ43 sold to the Duke of Kent); he was HRH Prince Henry William Frederick Albert, Duke of Gloucester (1900-1974). Ordered direct from Rolls-Royce, the special requirements for this car cover six pages. The Company gave the Prince a discount of £550 off the chassis and 20% off the total cost of the car; it ended up costing the Prince £2,986. Bodied with a unique Barker design, it was a limousine finished (as were all the Prince's cars) in dull black to the body panels and bright black to the wings and wheel discs. In late 1944 the Duke was appointed Governor-General of Australia and he and his cars (which included Wraiths WMB62 and WRB6, the latter car having originally been sold to the Duke of Connaught) arrived in Sydney on 26 January 1945; the Governor of South Australia's 3DL2 (see above) was on the

same ship and proceeded to Adelaide. On 29 January the Prince himself drove 3AX195 from Sydney to Canberra. According to Bert Ward, 3AX195 was used regularly (and fast) during its two years in Australia, being serviced by Appleby & Ward.

On 21 January 1947 Bert Ward supervised the loading of the Phantom III and the two Wraiths aboard the SS *Rangitiki* for return to England. The Duke owned 3AX195 until he bought his Phantom IV 4AF10 in 1951. It is still in England, with the same owner since 1969, but with its engine in pieces.



Chassis 3AX195 being driven by the Duke of Gloucester on the Hume "highway" at Liverpool on 29 January 1945. A Wraith following (Sydney Morning Herald archive)

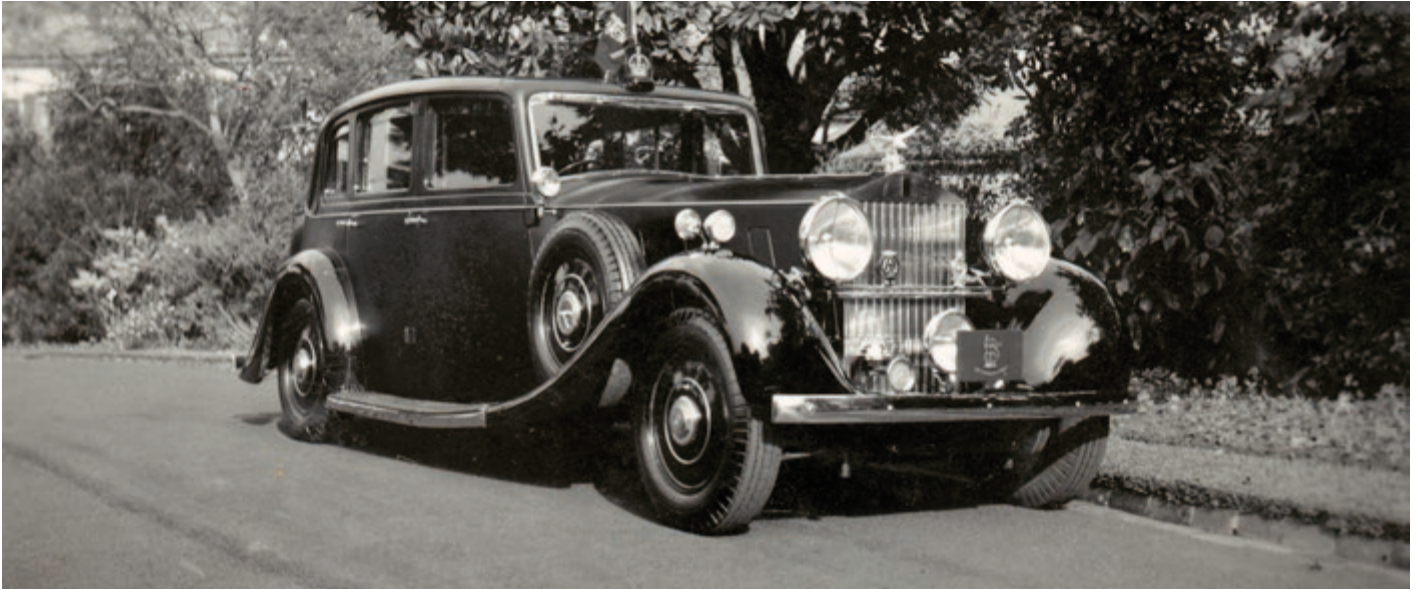
Phantom III Cars in Australia between 1936 and 2020 - Part Two (Cont.)

Steve Stuckey

No. 7, Chassis 3AZ30, in Australia from 1949 to the present

Originally ordered by London dealer Pass & Joyce Ltd. as their Trials (or demonstrator) car, the chassis was bodied as a James Young sedan de ville and was delivered on 22 August 1936, finished in dark grey with light blue leather. On 31 March 1937 it was sold via Jack Barclay Ltd. for £2,075 plus Phantom II 67GX to

Colonel Edwin Roseveare of Plymouth (1873-1957). After three other owners it was sold in 1949 to L C Welch of Sydney. In 1952 it was bought by O Chapman of 'The Ritz' boarding house at Cremorne, being traded in on Silver Cloud SZB185 in 1957. John Bristow of Maryborough bought it and it then passed to Boyd Rasmussen in January 1966. It has been in Queensland since 1957 and was recently advertised for sale on the Gold Coast.



Chassis 3AX195 in full Vice-Regal regalia in Canberra. Note the seven forward-facing lamps and the matt paintwork of the body panels (National Library of Australia; picture album of Alfred Amos, valet to the Duke of Gloucester)



Chassis 3AZ30 in Sydney in the 1950's; its original English registration beginning DLX is unknown (Stuckey)

New Members



Steve and Debra Wasley from Sydney have joined the Club. Steve is nearing completion of this 1923 20hp, chassis GMK62. Steve also owns 1928 20hp GFN58 fitted with Hooper coachwork which was pictured in the Winter 2020 edition of the Gazette.



Kevin and Barbara Kane from Melbourne are seen at the Mornington run in February and have since joined the Club. Their car is a 1932 model 20/25, chassis GHW8, with coachwork by Tony Robinson.

New Members



Des and Ann Dillon in the 1920 Silver Ghost chassis 64PE. This interesting car retains its original Jackson, Jones & Collins touring body. Note the unusual front mudguard styling which caters for the side-mounted spare wheel. This car has been in Ann's family for over 50 years and has not been out for a long time. Des and Ann came on the Mornington Peninsula tour – see page 9.