

SUMMER 2024/2025
ISSUE 23



20-GHOST GAZETTE

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



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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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.

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Publication Number 100028215



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New Members

We welcome Kevin and Ruth Bird who own the 1932 20/25 limousine, chassis GAU72. Kevin and Ruth are from Bunbury in Western Australia.



Coming Events

March 3 - 15, 2025	Tasmania Tour The Tasmanian Tour is booked out and closed to further entries.	Director: Andrew Bayley Phone: 0417 142 779 Email: aobayley@bigpond.net.au
October 12 - 18, 2025	2025 National Tour, Cleveland Estate, Lancefield We will be staying at the Cleveland Estate just a few kilometres from Lancefield and have block booked the entire venue for the rally. Bookings are now open and you can secure your accomodation by calling 03 5429 9000 and mentioning the 20-Ghost Club. Tour details and an entry form will be provided closer to the event	Director: Noel Baker Phone: 0428 597 994 Email: noelfbaker@yahoo.com.au

20-Ghost Club History

We have a number of remaining copies of the Club's history book available for sale. The history was produced in 2019 to commemorate the Club's 70th year. It is a beautiful volume with a custom cover case. If you would like to purchase a copy they are available for \$70 plus \$15pp.

Please contact Bruce Humphries
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Front Cover:

Pam and John Rowney in their Wraith. Pam and John travelled all the way from the Gold Coast to the Wagga Wagga National Rally and are photographed at the entrance to Borambola Winery. Deservedly, they are also the winners of two distance trophies. See report Page 5.

Chairman's Report

Editorial

With us all now safely home from the Wagga Wagga National Rally it's an opportune time to reflect on how the Rally unfolded and consider ways in which we might improve the experience that membership of the 20-Ghost Club brings to us all. Thanks to everyone at the rally who took the time to complete the survey (that's almost every one of you!).

We have been using the same, well tested format now almost since the advent of the National Rally and it is very important to ascertain if we are meeting the needs and expectations of the majority of members. More importantly, we need to incorporate your suggestions regarding ways that we can improve.

I think the most pleasing aspect of the feedback was that, for the majority of aspects investigated we are doing OK. The length of the rally, driving to and from the event on the weekend, the length of the drives within the Rally and the events themselves were well supported. It does seem that we tended to over cater and there seemed to be a desire for a little more flexibility with alternative activities for one or two of the days.

The AGM went smoothly thanks to the support of Ian Berg and Bruce Humphries. For those members who couldn't attend the AGM the Committee remains unchanged but with the addition of Greg Wayman who is to be our new Treasurer. Bruce has very kindly agreed to mentor Greg during the transition.

Bruce has been the Treasurer of our Club now for 17 years, quite an achievement I think you will all agree. Our finances are well curated and our membership is slowly increasing. As Bruce transitions from the role of Treasurer the Committee felt it appropriate to acknowledge his remarkable service to our Club with a small gift but more importantly the awarding of an Honorary Life Membership. It is a well deserved accolade I think you will all agree.

Within the next few weeks most states will be holding the annual Christmas lunches and the next Club event will be the much anticipated Tasmanian Rally. Sincere thanks to Andrew and Margaret Bayley for all their hard work formulating what promises to be a sensational time on the Apple Isle.

I wish you all a wonderful festive season and a Happy New Year. Please keep driving those wonderful cars.

*Michael Henningsen,
Chairman*

This issue is pretty much dedicated to our National Rally. I want to thank Geoff Harrison for his article, and Murray Stack and Carol van der Pennen for their photography on what has once again been a very successful event. It attracted entrants from Western Australia, Queensland, Tasmania, South Australia and, of course, New South Wales and Victoria. For the first time we issued a Rally Survey, and it addressed several aspects of the event. The feedback was interesting; there were no revelations, but there were some very good ideas for us to consider with future 20-Ghost rallies. Importantly, it confirmed that the current format we have landed on with these national events works very well. Overwhelmingly, the feedback was positive, and everyone was very grateful to the organisers who spent so much time to put together this wonderful week. The clear theme is that the national rallies provide an opportunity for members to spend time and socialise with old and new friends from across all the states – and they love it! I have reviewed the responses from the 34 returned questionnaires, and you can find the feedback summary on page 27.

Please also see within this issue more technical material, some being my own contribution. There are many of us who are working on or having work done on our cars, and I urge you to share your learnings and wisdom with others by way of the *Gazette*. Please do send in more material, including photos, so we can all benefit from your experience.

I thank John Stanley for his article about Henry Royce's German Challenger. John is not a member of the 20-Ghost Club, nor does he own a Roll-Royce, but he does hold the make in high regard. An authority on the Stoewer, a rare German make, John has several examples and has researched the company extensively. He has a book in the making and has shared with us information on a model that certainly would have been a challenger to the Silver Ghost had it gone into serious production. See his article on page 23.

*Ian Berg,
Editor*



Right: Chassis 61WJ, a Phantom II, was restored and fitted with a boat-tail body by Roger Fry some years ago. A photo of the chassis which was displayed at the 1930 Melbourne Motor Show can be seen on pages 24-25. The current whereabouts of the car are unknown.

The 20-Ghost Club National Rally, Wagga Wagga

Geoff Harrison, with photos courtesy of Murray Stack and Carol van der Pennen.

The weather forecast was for rain, it always is when starting out with the car completely clean for a long rally. Our first day's run was mainly on motorways between Turrumurra and Bowral, we left shortly after midday to avoid the peak hour rush out of the city on Friday afternoons.

The team setting out was my daughter Fiona Harrison, John Lenehan and myself. Fiona will only be with us for 3 days and wanted as much driving experience as possible with a crash gearbox and much heavier steering. Our car, called Emma, is a 1925 20hp Windovers tourer GPK42, this has been part of our family for 60 years and is now well restored and a good touring vehicle. Emma was running well except for wanting more cooling than normal and when I checked with our expert Garth, he explained that there is now more power available due to better tuning and therefore the engine needing that extra cooling. The other good news is the rattle that had been annoying me for years is no longer there after Garth's alterations to the under tray.

We had a good run to Briars, a comfortable motel set in parkland just out of Bowral, we set up table and chairs on the grass overlooking the duck pond and enjoyed tea and home-cooked Anzac biscuits. However it did not stay this idyllic as we saw some heavy dark clouds forming and rushed to get the tonneau cover on Emma then the next stop was the pub next door and as we sat down at the bar with a bottle of champagne the heavens opened in a torrential downpour, talk about good timing.

On Saturday morning we headed south again and left the motorway to travel through Exeter, Bundanoon, Penrose, Sutton Forest, Tallong and then back to the motorway to Goulburn where we stopped at Rose's Café for lunch. Sadly, we had a call from Richard and Mikki Jones saying their 20hp 83K5 had failed to proceed past Mittagong and they were planning to return home and get a modern so they can meet us for dinner at Yass. As we had some extra time, we detoured from the motorway via Gurrindah Road, Cullerin and Gunning before returning to the motorway for a short while then taking the Yass exit.

The Thunderbird Motel in Yass is very comfortable, and we were delighted to see Mikki and Richard turn up right on 7pm for our dinner booking, a really remarkable achievement seeing they had travelled in the tow truck and then took a taxi back to Hunter's Hill before setting out in their modern. The food at the Thunderbird is truly excellent but service is extremely slow.

As we set out from Yass the clouds lifted to a perfect vintage motoring day, the country looking so green. As we normally do, we stopped in Harden for morning tea only to find our beloved Café is now a Thai food place, not quite what we were looking for morning tea. However, we found Barnes Café a few shops away, a superb replacement with home-made raspberry muffins which were well worth stopping for. We made a quick stop in Cootamundra to see some of John's friends. Fiona was driving most of the day and enjoying every minute of it. There were no problems this time with the split rims and we arrived in style at the Mercure Wagga at 3:30pm just in time to get unpacked and head over to the welcome drinks to get the Rally booklet, a superbly presented guide to our week.



At times the Mercure carpark was congested but the hotel layout made for a good socializing venue in the downtimes.



At the welcome cocktail functions our Chairman Michael Henningsen outlined the week of activities.



Bruce and Mary Humphries departing the Mercure in their Wraith.



Some maintenance on the Silver Ghost, as Tim avoids the sun.



The Junee Licorice and Chocolate factory, with an impromptu order taking by Bob Roberts.



Byron Dobson, Neil Walker, Glenys Walker, Audrey Dobson at the coffee break at the Junee licorice factory.



The Maden and Maden-Foote family enjoying the stop at the licorice factory.



The factory building was originally a flour mill built in 1935 and abandoned for over 30 years before conversion into a licorice factory. The cars are the Phantom IIs of Michael and Maureen Gannon, Julian and Cheryl Walter and the 25/30 of Carol van der Pennen.

Michael made us all feel welcome, and it was good to catch up with old friends again, noticeably the attendance this year seems lower than previously and particularly with the 20hp representation down to only three vehicles, John Witt, Mark and Katrina and our Emma. The barbecue dinner and abundance of wine set us up well after a long day of travelling, we don't think the Mercure would win a prize for barbecuing steak.

Monday morning started with lots of cleaning for most cars, particularly removing the insects on the radiator, Adrian Akhurst solved the cleaning issue by having his magnificent Ghost 76JG in a covered-in trailer towed by a modern. I wish we all had similar rigs for the longer hauls. More great vintage motoring to Junee and then a relaxed morning tea of scones, jam and cream under the plane trees outside the Junee Licorice Factory. The organised tour of the liquorice factory by one of the owners was helped along with lots of samples of various chocolate covered licorice. It was an abandoned flour mill purchased by the Druce family in 1998 and converted to an organic licorice and chocolate factory that people travel to see.



The Licorice and Chocolate factory presentation was fascinating. In 2003 they expanded beyond licorice and started to produce specialty chocolates.



The interior fit outs of the carriages were superb. They are lovingly maintained and restored where necessary.



The Junee Roundhouse opened in 1947 and is a museum as well as a working locomotive and rolling stock workshop. The turntable is still used. This place is well worth a visit.



We then had a short drive to the Junee Roundhouse and Railway Museum. Our guide, Derek Brady, a retired engine driver, explained how Paul Keating transformed the whole government owned Railway organisation to separate ownership of the tracks and signals from the engines and rolling stock, this great foresight by Keating made the railways profitable again. Derek explained it takes 5 hours for a steam engine to be ready from a cold start to pull rolling stock with full steam pressure. The display of engines and carriages is very interesting and was well worth the visit. Junee is still a major operational rail centre with two thirds of the Roundhouse being used for engine and carriage maintenance and repair.

Then a quick run back to the Mercure for a cup of tea and a chat on the veranda with friends before getting ready to go to the Wagga Wagga Country Club for dinner. This is about 6km from downtown and is overlooking a lake where people were waterskiing. Copious quantities of canapés were more than needed but then the main meal and plenty of wines arrived. The buses arrived at 9.15pm to take us back, another great day.

On Tuesday morning we had a beautiful sunny day for the early run out to Borambola Vineyards, the turnoff was difficult to find but once we arrived, there are sweeping views, and it is all very peaceful.

The owner gave a very interesting run down on the history of the vineyard and its surrounding neighbors who have hosted royalty during many Royal visits. The home-made beers are named after their dogs, Spot Light, Rusty and Scruffy. One particular visitor to the vineyard with plenty of the local produce on-board stirred up Scruffy who then picked up the man's jacket and run away down the paddock with it, the chase was on and finally the jacket was retrieved much to the relief of the jacket owner as the engagement ring he was about to use in a proposal to his girlfriend was in the jacket. We enjoyed a lateral tasting and description of all of their wines and a very nice lunch of roasted meats with vegetables and salads.

On the way back to Wagga we stopped at the RAAF Heritage Aviation Centre and were given a very warm welcome by the officers in charge. The museum presented cameos of life in the RAAF over the last 80 years.

More tea on the veranda and then to the buses to take us to the Wagga Botanic Gardens, a lovely place but the food service was exceptionally slow. The president of the Wagga Historical Society gave an excellent presentation on the early history through to current life in Wagga.



James Baxter's 1937 25/30 pictured at the rail workshop.



The dinner at the Wagga Wagga Country Club.



At the Country Club – Greg Wayman, Howard Wraight and Ruth Roberts.



Ladies pre-dinner at the Country Club. From left Maureen Gannon, Catrina Kiel, Marie Furniss. Sofija Virgo and Diana Provis.



Carol van der Pennen with Sue and Greg Dunstan in Carol's 25/30.



Richard Shenfield's 25/30 entering the Borambola Winery.



Mark and Catrina in the Twenty.



Trevor and Judy Eastwood's Phantom II arrives with black-out lights fitted (you can never be too careful).



Alan and Kay Maden's Phantom II.



Andrew and Margaret Bayley arriving in their Phantom II.



Tim and Ruth Roberts in their 1922 Silver Ghost.



Anne and Robert Banks-Smith arriving at the Borambola Winery.



The Borambola homestead was built in the 1880s and has operated as a winery since 1995.



Peter Jordan-Hill in his Thrupp & Maberly bodied 20/25.



Ian and Sue Berg's 20/25, and George and Sue Blenkhorn's 25/30 in the winery carpark.



Denis Deasey's Silver Ghost at Borambola.



The large carpark at winery was full of proper cars, and lots of people looking over them.



A Mirage jet fighter on display at the RAAF Wagga Aviation Heritage Centre.



A table at the winery with Sue Blenkhorn, Robert and Anne Banks-Smith, James and Susan Chung, Margaret Bayley.



Margaret and Andrew Bayley, David and Marie Furniss at the cheese factory.



James and Susan Chung in their 1939 Wraith.



The 'Up-to-Date' Store including the overhead cash rail system.



The Coolamon Cheese Factory where we enjoyed a cheesemaking presentation and light lunch.



The store has a working Lampson Cash Railway System which uses a cash ball and gravity to send and return money to the cashier.



The streets of historic Coolamon. In front of the Baker's Phantom I is the Akhurst Silver Ghost, one of five Silver Ghosts at the rally.



Coolamon – the Walker's Silver Ghost and the Harrison Twenty.

A shorter run on Wednesday to Coolamon, a delightful town frozen in a time warp. We all assembled at the Coolamon Cheese Factory for a tour and then a light lunch. The lunch included samples of all of their cheese on tasting plates and we also had sandwiches and cakes, all most enjoyable. Our group then left on their own to explore Coolamon. The first stop was the Importers & General Merchants store, also trading as The Up-To-Date Store. The outside awning on this 1909 building showed this store offered mercery, millinery, boots & shoes and grocery but when we went inside the shelves were empty and Leo the volunteer guide proudly showed us the Lampson Cash Railway System which connected the counters by overhead rails so the sales docket and cash could be sent to a central cashier for processing and then returned to the respective counters with the docket and correct change. This is the last remaining system in its original store anywhere in the world.



This table at Food I Am, headed by Pamela and John Rowney.

Next was the Fire Station Museum where a collection of firefighting related equipment and clothing from the very early days to the current time was exhibited. This was all collected by one fireman and is now his hobby showing it to visitors to Coolamon. The run back to the Mercure was cloudy but dry.

Buses departed the Mercure just after 6pm for the 'Food I Am' restaurant which was at the top of a very steep hill, and we wondered if the buses would make it with all of us aboard. The views were amazing, as was the dinner. Canapés of Lamb Koftas with Mint, Ginger and Cumin Yoghurt or Shredded Chicken Tacos with Charred Corn and Black Bean Sauce. Entrées of Chili Marinated BBQ Prawns with Butter Lettuce, Coolamon Feta and Spiced Citrus Dressing or Slow Cooked Berkshire Pork Belly with Pear, Cabbage and Snow Pea. Mains were Chargrilled Supreme Breast of Chicken with Fried Pumpkin, herb yoghurt, Crispy Onions and Tamari Pepitas or Braised Beef Cheek with a Crust of Fresh Horseradish, Chive & Fried Onion, Potato and Parmesan Puree.



A Sopwith Camel at the Temora Aviation Museum. All planes on display are in flying order.



This was the last Spitfire acquired by the RAAF. It was built in England in 1944 and test flown and then shipped to Australia.



The Magpie's Nest restaurant.



A cold and early start on Friday for the Dawn Patrol.



The lineup at the strawberry farm, the destination for the Dawn Patrol.

Thursday morning was very cold but sunny for the 90km run to Temora through beautiful farming land and with big vistas across undulating hills. Only one of our cars, GBK26, failed to proceed but a dose of petrol corrected its failure.

We all met at the Temora Aviation Museum for morning tea and then broke into groups for guided tours of the

museum. The museum was initially started by Frank Lowy and he donated his collection of military aircraft to the museum, these aircraft are kept in excellent flying condition and used regularly. The museum is now owned by the Air Force and access to the hangers is more restricted. Two guides looked after us very well explaining the exhibitions, the planes and their relevance in the Air Force over about the last 80 years.



Noel and Janice Baker's Phantom I and the Silver Ghost of Neil and Glenys Walker.

I had a long talk with Malcolm, one of the guides, he was a research engineer with The Rover company and after testing Land Rovers in the Kalahari Desert, he fell in love with the desert and resigned from Rover to be a guide for desert tours for the next 5 years. Land Rover took the opportunity to continue supplying parts for testing in Malcolm's own Land Rover.

Dinner was at Magpies Nest Restaurant again we have magnificent views and good food, our committee has really excelled in looking after us superbly. I think we all rated this as the best meal of the week.

The dawn patrol left the Mercure at 7am and after meandering around parts of Wagga we arrived at the Bidgee Strawberries and Cream Farm. Still a very cold morning but the sun was trying to warm us up. Our breakfast was egg and bacon rolls followed by large servings of beautiful strawberries and cream. The strawberries are grown hydroponically in trays about a metre above the ground and fed and watered by an automated system. The owners still have other jobs as they slowly develop the farm.

The 20hp owners, all three of them, John Witts GBK26, Mark Roberts and Katrina Kiel GSK49 and Geoff Harrison all lined up for the 'Slow Race', the race starts with the requirement that the owner get out of the car and walks beside it within 10m of the starting line, then with much fiddling of the mixture, ignition timing and hand throttle the cars move as slowly as possible towards the finishing line. The winner is the last car across the finishing line. Mark took off in great style followed by John and dawdling in the background was Geoff. Mark and John were really hoping Geoff would stall leaving them the opportunity to win the race, however GPK42 kept chugging slowly and came in last, winning the race.

We all got dressed up in our formal gear for the AGM. The committee was all re-elected and the results of various competitions announced. The formal dinner proceeded with much joviality and hi spirits followed by presentations to the winners of the various awards. The Mecure continued its inability to ever win a culinary hat.

A very enjoyable week and we all appreciated the thought and work put in by the committee to give us such a good time. I am sure we are all looking forward to the 2025 national rally in Lancefield, Victoria.



Glenys Walker standing in the aboriginal scar tree at the strawberry farm.



The Bakers Phantom I with from left Howard Wraight, John and Pamela Rowney, and Noel and Janice.



The winning style, Geoff Harrison's 20hp in the slow race.



We took the opportunity to snap a group photo at the venue of the slow-race.



The Club's Executive at the AGM talking about very important things.



Members at the AGM listening to the Club's Executive - who were talking about very important things.



Geoff Harrison, the winner of our new Slow Race award. Bob Roberts made and has donated this new trophy. Thank-you Bob!



John Rowney was awarded both the Small Horsepower Trophy and the Peter Crauford Trophy with WXA68, the 1938 Wraith.



The Founders Trophy was awarded to Bruce Humphries for his outstanding contribution as Treasurer of the Club over the last 17 years. Bruce was also awarded an Honorary Life Membership given the extraordinary length of service he has provided.



Rally Entrants	Year	Model	Chassis Number
Adrian Akhurst and Diana Provis	1921	Silver Ghost	76JG
Noel and Janis Baker	1927	Phantom I	85RF
Robert and Anne Banks-Smith	1922	Silver Ghost	6PG
James Baxter	1937	25/30	GRO54
Andrew and Margaret Bayley	1929	Phantom II	98WJ
Ian and Sue Berg	1934	20/25	GWE16
George and Sue Blenkhorn	1936	25/30	GGM10
James and Susan Chung	1939	Wraith	WEC46
Denis Deasey and Giancarlo Rotar	1925	Silver Ghost	122EU
Byron and Audrey Dobson	Modern		
Greg and Sue Dunstan	Modern		
Trevor and Judy Eastwood	1932	Phantom II	19JS
David and Marie Furniss	Modern		
Michael and Maureen Gannon	1934	Phantom II	80SK
Geoff Harrison and John Lenehan	1925	20hp	GP42
Michael Henningsen	1937	25/30	GR04
Mary and Bruce Humphries	1939	Wraith	WHC36
Richard and Mikki Jones	1923	20hp	83K5
Peter Jordan-Hill	1934	20/25	GYD29
Alan and Kay Maden	1933	Phantom II	112PY
Ricky and Stephanie Maden-Foote	Modern		
John and Elizabeth Milverton	1933	20/25	GHA11
John and Helen Reis	Modern		
Mark Roberts and Catrina Kiel	1925	20hp	GSK49
Bob Roberts	1930	20/25	GTR5
Tim and Ruth Roberts	1922	Silver Ghost	70SG
John and Pamela Rowney	1938	Wraith	WXA68
Richard Shenfield	1938	25/30	GZR4
Murray and Peter Stack	1938	25/30	GCR45
Carol van der Pennen	1937	25/30	GUN26
Sofija Virgo	Modern		
Neil and Glenys Walker	1920	Silver Ghost	154BW
Julian and Cheryl Walter	1933	Phantom II	86PY
Greg Wayman	Modern		
Howard Wraith	Modern		
John Witts and Rick Morse	1923	20hp	76A7

Technical - Servicing a Silver Ghost

Ian Berg

The more you study the Silver Ghost, the more you learn to appreciate the quality and intricacies of these remarkable cars. There is no better way to get to know one than to carry out a service of the car yourself. The basics are not hard, just time-consuming. And if you drive the cars any serious distances there are some small lube jobs that periodically need to be attended if on tour.

With multiple lube points and differing procedures, it can at first glance seem a bit overwhelming, but here is a cheat-sheet I have put together to make the job much more straight forward. I have also included my starting instructions and other bits and pieces for my own car.

My Silver Ghost is a 1921 speed model, chassis 62JG, and no doubt there will be variety of different approaches taken in looking after these cars depending on model and owner preferences. For example, I tend to use the heavier Penrite Transoil 250W for lubrication of the transmission and chassis, but 140W or 90W is fine too. The cars also did, of course, differ considerably over the 20 years production run of the model. And a disclaimer - I am not a mechanic, so you may disagree! All this is all aimed at a home-based service and is my own experience. Major servicing beyond what I have outlined below such as brake adjustments, magneto adjustments, differential, gearbox and wheel bearings, I tend to leave to the experts.

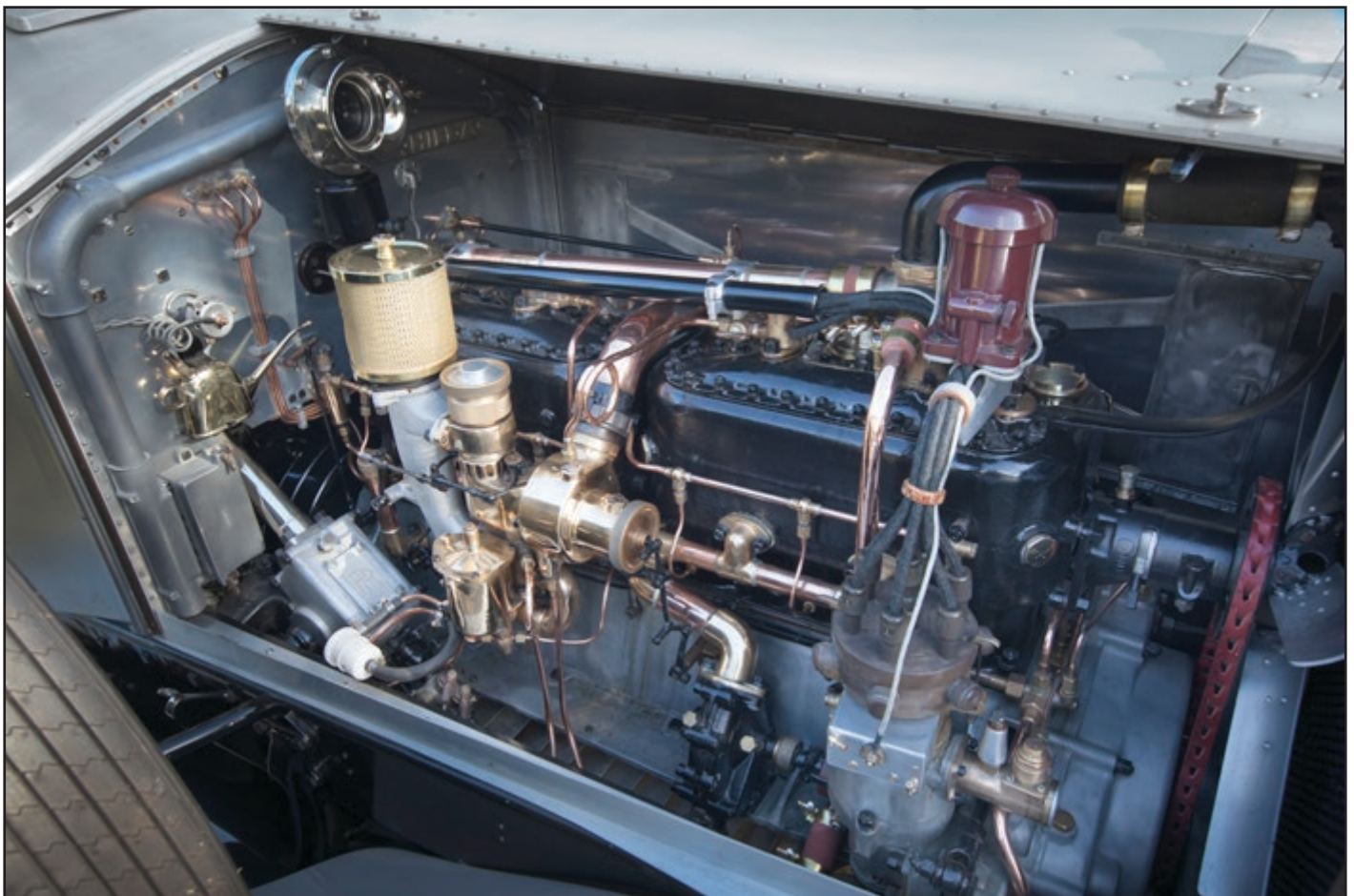
Daily checks on Tour

- Check fuel.
- Check oil. Engine oil Penrite Shelsley Medium or HPR50, or SAE 15-40 detergent mineral oil.
- Check water.

(For major tours, I carry spare fuel, water, engine oil, grease (oil) gun with T250W oil, and a small oil can with engine oil.)

Lubrication and maintenance – Daily or every 400km on tour

- Sphere (150ml of T250W Penrite – or T90W or T140W). I have an extension tube on the sphere to the side of the chassis which is fitted with a bayonet fitting which makes this much easier.
- Exposed valve gear – engine oil. Some people use Penrite P26 spray lubricant for this and other under-bonnet lube points.
- Cardon shaft (50ml, 250W) from under the car and using clutch stick. Rotate the shaft until the hole is accessible.
- Torque Tube (50ml, 250W) from under the car, and it requires grease nipple adaptor to be fitted.



The driver's side view of the engine compartment shows that 62JG has been fitted with an original style air-filter conversion, and a not-so-original style fuel filter. The car is also fitted with a site-glass oil level indicator which replaces the original sump filter cover. This makes oil level checks a breeze. Both these are worthwhile items and are available from the Silver Ghost Association.

Lubrication and maintenance – Weekly or every 800km on tour

- Lubricate the clutch thrust bearing with a few drops of gear or engine oil.
- 10/15 squirts of engine oil for the clutch if required (this can be indicated by a grabby clutch).
- Kingpins – T250W, or Penrite semi-fluid/steering box grease.
- Magneto drive tube (2 holes) – gear oil, or on tour just use engine oil.
- Engine driven fuel pump – few drops of engine oil.
- Fan oiler – engine oil.
- Screw in water pump greasers – Penrite water pump grease.
- Linkages, shafts, distributor – engine oil, or Penrite spray lubricant.

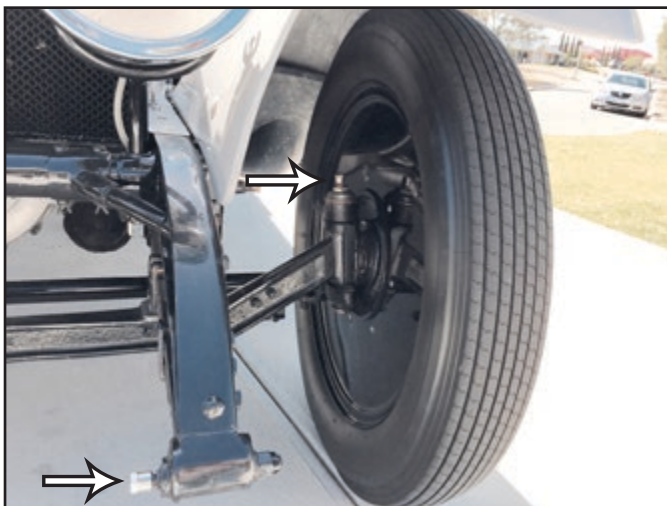
Lubrication and maintenance – Annually or 2,500km

- Drain oil when hot. Remove and clean oil sump filter.
- Refill engine oil – overfill slightly if long distance touring.
- Has greasers fitted to chassis. Use T250W Penrite from grease gun or Penrite semi-fluid/steering box grease (which is available in cartridges).
- For the steering box it would be better to use Penrite semi-fluid steering box grease, or could use T250W.
- Spark Plugs – Battery .025in, Magneto .020in. I use Champion D23 which are available from the Silver Ghost Association.
- Diff, gearbox and magneto – check. The gearbox is accessible by removing the rear-most floorboard in passenger compartment and the diff is a get down and crawl under job. Use T250W for the differential and gear box.
- Radiator water - change every two years, add 2 litres of Penrite coolant

- Chassis points – T250W with a grease (oil) gun
- Clean carburettor with carburettor cleaner and a soft rag. Remove float lid, blow out float bowl and jets. Dismantle and clean air valve (do not use anything abrasive on the air valve)

Equipment used for lubrication

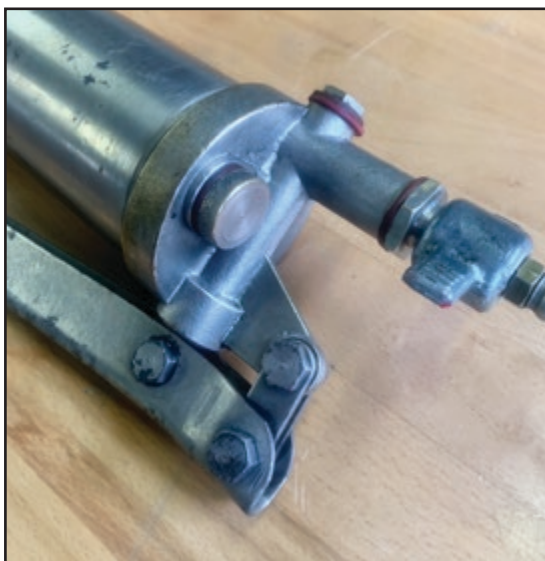
- 250W for chassis lubrication
- At home I use a battery powered grease gun with Penrite Transoil 250W. This makes it easy, and you can determine volumes by the time spent holding the switch. On tour, many people use the original syringes, but for me I have found the old Tecalemit lever action grease gun handy and less messy. I also use an old-school pump action oil can with a flexible outlet with for under-bonnet fittings and particularly for the exposed valve springs. These can be sourced from the usual places such as Facebook marketplace or eBay
- The chassis lubrication fittings on 62JG are all screw-in type and hence need to be removed and an adaptor with a grease nipple used while servicing.



The lube fittings on the chassis points are screw-in covers. I replace these when oiling with an adaptor which has a fitted grease nipple.



This old-style Tecalemit grease gun has a very handy refill cap at the top and a positive plunger lock. It holds about 500ml of oil which is plenty for mid-tour service (sphere, carbon shaft, torque tube - and maybe the kingpins).



The ½ pint Rega plunger oil can (Australian made, c1960/1970s, and kind of nostalgic as I remember my dad had one) which I carry on tour. Also shown are the lube point adaptors.

Starting Instructions

- If fitted, turn battery master switch on, and turn petrol cock on.
- Turn air valve to both pumps (hand and power). Hand pump fuel pressure until pressure gauge reads at least 1-2lb or more.
- Turn starting carburetor control lever to 'Starting' position, then pump air three or four additional pumps before turning lever back to 'Running'. Note that some cars, depending on type of starting carburetor, need to maintain the starting carburetor on the 'Starting' position until the car is running.
- Turn centre button on steering wheel to both Mag and Battery. Fully retard the spark with the hand throttle horizontal and place the mixture lever vertical, or rich if cold weather.
- Ensure the car is in neutral, remove clutch stick. Push starter button on the centre of the firewall. Do not depress the clutch pedal.
- Upon starting, move the spark to Advanced (Early) and the throttle to 8 O'clock position or required idle speed.
- If the car is very cold, or hard to start tickle the carburetor or place a 'penny' under carburetor linkage. Worst case, spray Aerostart into carburetor but this should not be needed if the car is properly tuned.
- If the ignition is found to be wet, spray the distributor internals and leads with water dispersant.

To shut down

- Turn the centre button back to the straight-up position, and the following applies for overnight or longer.
- Turn air valve to Release, turn battery master switch off and turn petrol off.
- Place a jamb stick in in the clutch pedal hole to release the clutch.

General

- If backfiring when coasting – try retarding and lean the mixture. Some backfiring is normal for these cars when coasting.
- Tyres 60-65 psi (my tyres are straight sided 33 x 5). Too little and shimmy can be expected.
- If the clutch is a bit grabby in reverse, retard the spark. (It may need some oil)
- The fuel tank is 80 litres and my consumption is 23 litres per 100km. Hence refill say every 200km but having learnt the hard way I carry spare fuel. My car does not have a fuel gauge and I use a plastic flexible stick to gauge how much fuel I have – but is a guide at best. I also use Valve Saver sparingly and Fuel-Stay if leaving the car for extended storage periods.



Penrite water pump grease should be used for the water pump.



Most magnetos have an oiler provision under an oiler flap. Do not over-oil - a few drops at most. Some magnetos do not have provision for this oiler.



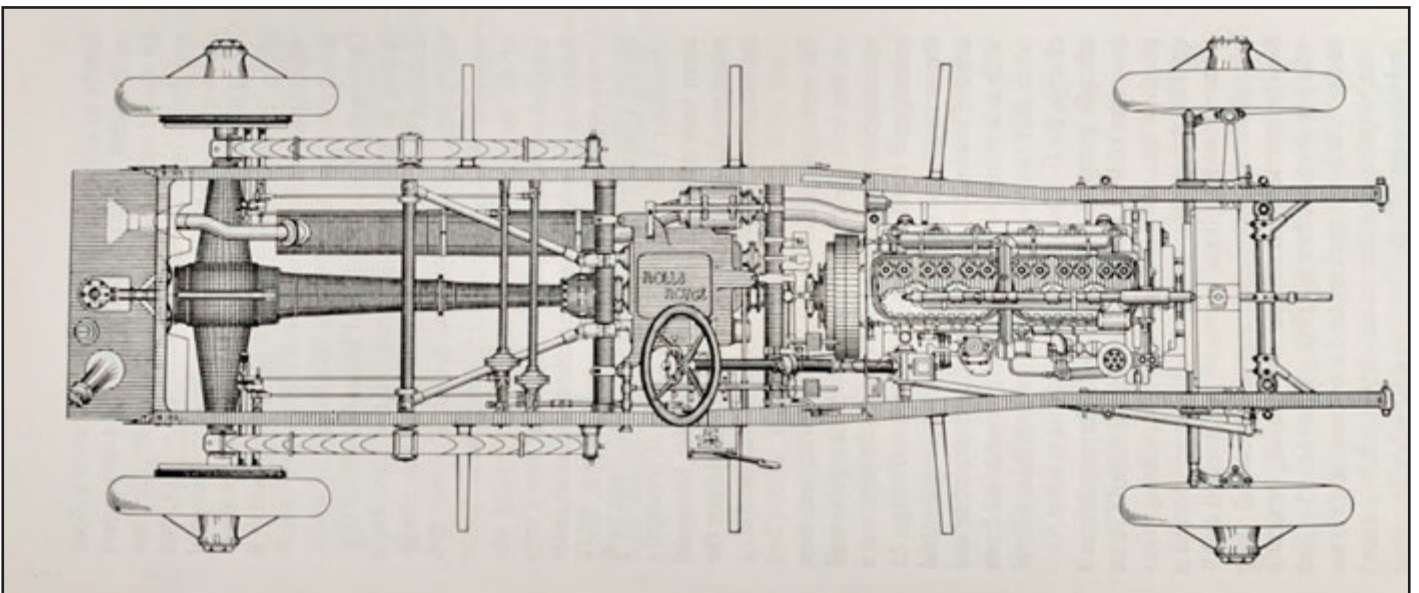
Care needs to be taken when removing and reinstalling the Air-valve on the carburettor when cleaning to ensure the needle is not damaged.



Left: Things can be messy, so having serviced the Silver Ghost, and in order to avoid other issues, don't forget to change out of your overalls before coming back inside.



Below: A chassis schematic of the Silver Ghost as was provided in the 1924 handbook.



Technical - 20hp Starting Carb Problems

Tom Jones

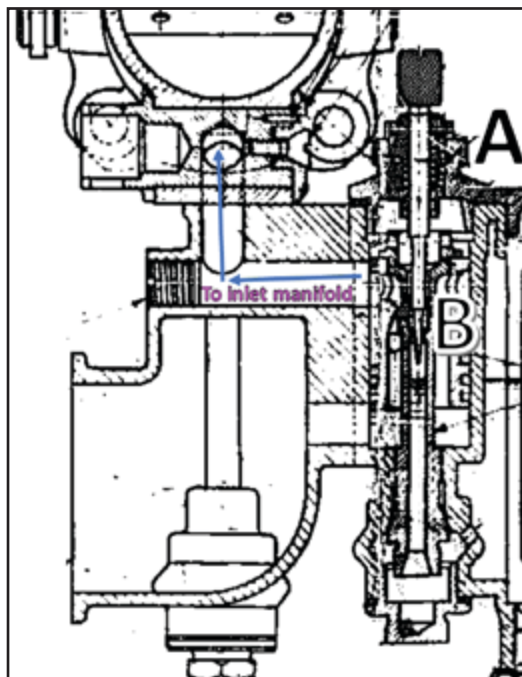
Tom Jones, a Twenty owner and 20-Ghost Club member has the best of both worlds with a car in Australia and another in the UK. Tom is well versed with the 20hp model and for years has been the Registrar for the RREC 20hp register. The 20hp register of the RREC has many useful resources, all available online with open access to all. I certainly recommend it to those who have a Twenty and who want to learn more about these cars. Here he outlines some useful tips about the starting carburettor of the Twenty.

My car has always started easily from cold, even after a few months lay-up. However, recently it developed problems in starting. Eventually I found that if I flooded the carburettor by partially unscrewing the serrated lid on the carburettor float bowl, it would start – with difficulty. I had tried cleaning the starting carb according to the Instructions book, and adding carb cleaner to the petrol, but to no avail. Finally noticing that there was no characteristic hiss when the engine eventually did start from cold, I decided to re-examine the starting carb.

Unscrewing the needle A (taking care of the aluminium spacer/washer) and lifting out the piston B, I poured a few ml of Redex Petrol Treatment into the barrel C, replaced the piston and needle and left it overnight. The next day I again removed the needle and piston and sprayed inside the barrel generously with Millers Petrol egr3. After replacing the piston and needle, the engine started immediately and there was the comforting hiss of the starting carb working properly.

Possibly the internal passages of the starting carb had become gummed up – after 23 years of reliable service. Could this have been due to the recent introduction of E5 and E10 petrol? The schematic showing the cross section of the starting carb indicates how complex are these internal passages – ideal candidates for invisible gum deposits.

So, if your car becomes reluctant to start easily, try cleaning the insides of your starting carb.



The Starting Carburettor schematic.



The Starting Carburettor.

FOR SALE AND WANTED

Rolls Royce 20hp parts

For Sale - the pictured parts and many more, all parts negotiable or to swap.



Wanted - oil pump drive gears or complete pump, also splined oil pump drive, starter switch - fuse box - Autovac.

CONTACT: Steve Wasley, phone: 0488 407 848.

Henry Royce's German Challenger

John M Stanley

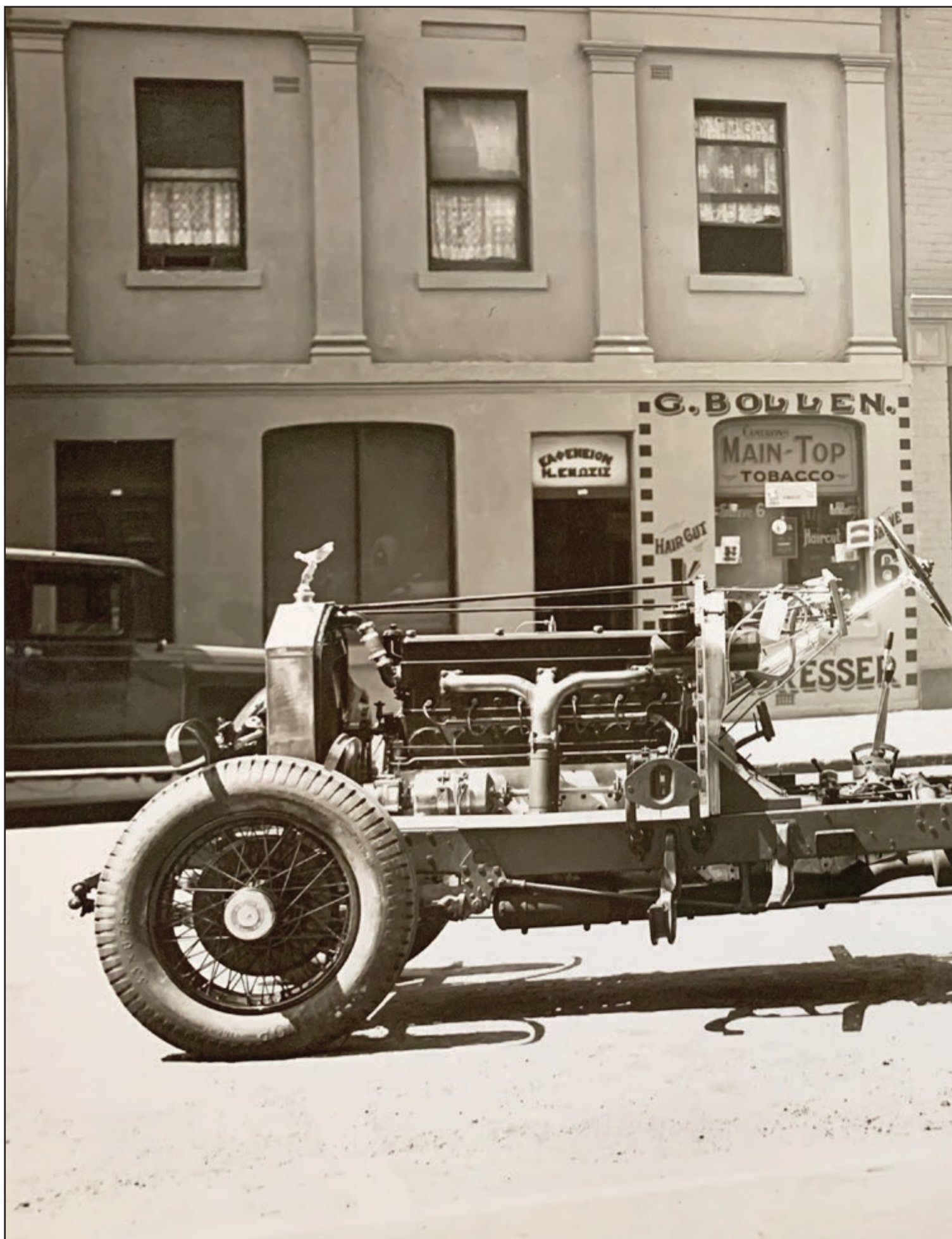
Henry Royce's German challenger! In 1906, the same year that Rolls Royce introduced their 6-cylinder 'Silver Ghost', the Stoewer brothers produced their first 6-cylinder model, the P6. The P6 had an in-line engine cast in three pairs of two cylinders. Its bore and stroke were 120 mm x 130mm providing a displacement of 8,825 cc. It was very conservatively specified as developing 50hp at 1,200 rpm while it could comfortably run at 1,500 rpm. Roads permitting, it could cruise at 110 kph. The engine had two camshafts, with a cross-flow Tee head. This 2-cylinder engine block design was developed in 1900 by Boris Loutskey, chief engineer at the company 'Motorfahrzeug und Motorenfabrik, Marienfelde-Berlin' and was first used by Daimler in the original Mercedes.

The P6 was released with sensational applause in November 1906 at the Berlin Motor Show. It so impressed the Emperor, Kaiser Wilhelm II that next day he telegraphed an order. This was delivered, painted cream, the Kaiser's livery colour. He immediately then made a special request, for a P6 with a longer wheelbase chassis and a body to seat 8 (or 10) passengers. The Kaiser's special car was displayed in the Berlin Motor Show of 1907 before being delivered.

It was reported to also have been painted cream. It was the star feature of the Berlin Motor show that year. In 1910 the Kaiser's son, Crown Prince Friedrich Wilhelm also purchased a standard wheelbase P6. Photos survive of 12 different cars and probably at least 20 of the standard, shorter wheelbase models were produced. Three of these competed in the 1907 Herkomer Trophy event, one driven by Emil Stoewer. In 1908, two were driven, one each by Bernhard and Emil Stoewer in the Prinz Heinrich rally.

Nothing is known about what happened to the Kaiser's special car. But recently an original print of a photo was advertised, unidentified, on eBay. With sharp eyes, the 'Gebrüder Stoewer' makers plate can be recognised in front of the navigator's feet, below the firewall. This car is not painted cream suggesting that it is a second car built to the Kaiser's specification. The driver and navigator are wearing the uniform of the Transport Corps who supplied the chauffeurs to the Kaiser, also suggesting that this car was linked to the royal family. The very proud looking passengers are yet to be identified. Notice that the navigator is carrying a 2-tone horn for warning those in front of the approaching vehicle. Like the 'Ghost', this engine also ran very silently.





A superbly detailed original photograph of a Phantom II rolling chassis. This chassis featured at the 1930 Melbourne Motor Show. The car was subsequently fitted with coachwork by Martin & King. The car, chassis 61WJ, survives today and has since been re-bodied by Roger Fry of Perth (see photo page 2). The above photo is one of a collection donated to the SHRF by the son of Maurice Shmith. Shmith was Sales Manager with Tarrant Motors before becoming Managing Director of York Motors in Sydney.



Draft Minutes of the 2024 Annual General Meeting

Held on Friday 25 October 2024, at The Mercure, Wagga Wagga

1. Opening and Welcome

The Chairman, Michael Henningsen, declared the Annual General Meeting open at 6.00pm and welcomed all members present.

2. Members Present

61 including partners.

3. Apologies

Liz Poland, Kevin Kane, Gilbert and Nanette Ralph, Russell and Heather Rolls, Richard Burke, David and Clare Davis, Rod and Bambi Hanson, Will and Marg Kirkby, John and Wendy Wagstaff, Peter and Barb McBeth, Richard Burke, Ben Stafford and Kathleen Lakey, Mark Herbstreit.

4. Proxies

None received.

5. Quorum

The Secretary Ian Berg declared that a quorum for the meeting was present.

6. Minutes of the 2023 Annual General Meeting

Resolution: That the minutes of the 2023 Annual General Meeting as circulated by email dated 6 September were accepted. Carried.

7. Chairman's Report

I begin by firstly acknowledging and thanking everyone who has had a role in making our Club the wonderful, inclusive, fun group it is. Every member who has attended this Rally has been involved in a long drive in cars that are not very fast and it is an exercise in resilience.

In providing this report I'm only the mouthpiece of your Committee because it's them that drives the work of the Club. I would like to thank Andrew Bayley, Ian Berg and Bruce Humphries, This executive is ably supported by the Committee almost every committee member being here today.

I will acknowledge the great work done by Noel Baker, Bruce Humphries and Rory Poland in running the Milawa Rally last year. It was a fabulous week in the King Valley of Victoria.

During this year we have also had two fabulous Rallies. The Flinders Rally in Victoria curated by Ian Berg and Greg Wayman and the Rally in the Hunter Valley region of NSW organised by Bob Roberts- singlehandedly I might add! Both were excellent well attended events.

We have traditionally held an Annual Rally, but this wide brown land is just that, it's wide and it just might be that there could be further scope to hold more of these shorter, more discrete Rallies locally, perhaps State based in addition to the Annual Rally to encourage further participation.

As has been mentioned, we are extremely keen to garner your thoughts on how we can improve and enhance your experience of this Club. In having said that we realise that you are all present here in Wagga Wagga and as such we perhaps could be accused of 'preaching to the converted'. Never-the-less your opinion is vital to us in formulating future Rallies. The Committee also feels it's important to have the opinion of partners too so that we can make this Annual Rally more appealing to all participants. Once we have received the feedback from this survey the Committee may well seek the opinions from the entire membership so that we

have a complete picture of how we could improve the Club experience for all members.

A quick review of our membership data reveals that over the last decade our numbers and average age is increasing. In 2014 we had 128 members and this year we have 147.

For 2025 we have a Rally planned in Tasmania thanks to the work of Andrew and Marg Bayley and Andrew will speak to us about this Rally shortly. The Annual Rally next year will be held at the Cleveland Estate and Noel Baker will also give a brief presentation during the dinner regarding some of the aspects of next year's Annual Rally.

As I said, we are always looking for your ideas and help to make this Club better.

In conclusion I would like to thank Bob Roberts who has presented the Club with this magnificent trophy for the winner of the slow race. I would like to thank Maureen Gannon for her help with suggesting venues for the Wagga Wagga Rally, Rory Poland for his invaluable advice and support and Ian Berg who has been of enormous assistance in editing and producing the Rally Booklet and who does an amazing job as Secretary of this Club.

8. Treasurer's Report

The Treasurer had previously circulated the statement of accounts (email dated 6 September). The accounts were accepted and passed.

Bruce outlined the current tax status of the Club. The Club does not have to pay tax as most income is mutual (from the members themselves), however an annual statement is now required to the ATO. The ATO require a nominated Public Officer as the club contact. It was resolved that Bruce Humphries be the Public Officer for tax purposes. Moved George Blenkhorn, seconded Richard Jones, carried.

9. Resolution regarding the subscription for the new year

The Chairman outlined the Committee recommendation that the membership fees be maintained at an annual subscription of \$120, with the entrance of \$60. Moved Bruce Humphries and carried.

10. Election of Office Bearers for the 2024-2025 Year

The following members were nominated, seconded and have consented to appointment to these positions:

Chairman/President – Michael Henningsen

Vice-Chairman/Vice-President – Andrew Bayley

Secretary – Ian Berg

Treasurer – Greg Wayman (nominated Ian Berg, seconded Bruce Humphries)

General Committee Members – Bruce Humphries, George Blenkhorn, John Rowney, Mick Matheson, Noel Baker

The Chairman declared the persons nominated to be elected under clause 16 (4) of the Constitution.

11. Trophies and Awards

The Chairman awarded the Club's four Trophies as follows:

The Peter Crauford Trophy is awarded to the owner of the Club car that has the highest number resulting from the multiplication of its stated mileage in the relevant period by its age. The Peter Crauford Trophy is awarded to John Rowney for WXA68, 1938 Wraith covering 2756 miles.

The 40/50 Trophy which is awarded to the owner of the 40/50 Horsepower car which has travelled the greatest distance in the relevant period. There were no nominations for the large horsepower trophy this year.

The Small Horsepower Trophy which is awarded to the owner of the small horsepower car which has travelled the greatest distance in the relevant period. The Small Horsepower Trophy is awarded to John Rowney for WXA68, 1938 Wraith covering 1113 miles.

At this point the new Chairman and President Michael Henningsen stepped forward and announced the recipient of The Malcolm Johns Trophy, so named after our first Australian Chapter Chairman, who really sponsored the Club at his own expense in the early days. The trophy is awarded for most meritorious services for the Club. I am pleased to announce that the Malcolm Johns Trophy has been awarded to Bruce Humphries for his outstanding contribution as Treasurer of the Club over the last 17 years.

(At the Final Dinner which was held following the AGM, Bruce was awarded an Honorary Life Membership given the extraordinary length of service he has provided as Treasurer. He is remaining on Committee and will be involved in support to the new Treasurer)

The relevant period for the awards was 1st July 2023 to 30th June 2024.

12. General Business

There was no other general business

13. Closure

The Chairman thanked the members for their attendance and closed the 2024 Annual General Meeting, at 6.20pm.

National Rally Survey Questionnaire – Summary of Responses

Duration of the rally

The length of the rally is about right, and while some felt it was a day too long, most felt it was necessary to have a week-long rally given that many travel considerable distances to get to the event. An interesting observation was that commencing on a Sunday evening and finishing on a Saturday morning was good because it enabled travelling to the start and back on a weekend with less traffic.

Daily rally distances

The general feedback was that daily distances of a total of about 120-150km is about right. This of course is balanced against the need to get to the intended destination and back, but it is a good guideline. A mix of distances was considered good – a suggestion of two short, one long and two short days through the week was offered. Other feedback included offering different or optional return routes to provide variety.

Destinations and attractions

The museums and historical visits were popular, as were the visits to the cheese factory and the liquorice factory. We had great feedback on the optional visits. For most days there was a primary attraction such as a major museum, winery or local and unique industry tour. But there was also a secondary attraction offered for the day which most people chose to visit, but others chose not to. Options and flexibility are good.

Catering

The feedback here was we all like high-quality catering and restaurants in nice locations. Other feedback however was that we over-catered for the event. A fully catered lunch and a dinner are not required on the same day, nor are too many pre-dinner canapes. A suggestion was to consider a pre-packed lunch pack or hamper. Suggestions that meals could have been timelier service, and that alternate drops were not ideal (note - some venues do not offer a choice for large groups). Buses, while required, need to be timelier for the return.

The opportunity to have breakfast together was thought to be good, and there was a suggestion that a free night, with restaurant suggestions being offered in the rally book, would be good.

Rally book

There was clear feedback that intermediate distances between the route instructions are needed together with the cumulative distances. Better maps were requested.

Photographs of cars and registration numbers were requested to be included in the entry list to help identify people and their cars.

Possibly include a calendar summary for the events of the week.

Other feedback and suggestions

Some would have preferred more options of things to see or do on the Friday. It is best to offer options on quieter days, although others commented that they liked relaxed days with plenty of spare time.

We could have a day which is touring oriented rather than destination oriented – maybe an observation run or treasure hunt.

Other vehicle categories would be appropriate for the slow race (we only had three entrants at this rally).

We should consider a lady's day, or an event be organised such as an art gallery, lunch, speciality shop, boutique culinary produce etc. Another suggestion was to put out a call on the first night and schedule a game of bridge, chess or mahjong for the free times in the week.

Pre-dinner arrangements should involve casual seating as people tend to head straight to the dinner tables. Some way to encourage people not to go straight to the tables is needed.

Having a dinner speaker (historical presentation) was popular.

The motel-style accommodation for all entrants was popular and allowed for mingling around the cars and general socialising.

Maybe provide a gift pack, for example of local produce from the area, in a tote bag



Photographed at the grounds of the historic homestead of Borambola Winery are a number of our members' cars when we visited this magnificent property on our National Rally to Wagga Wagga. From left is the Twenty of Mark Roberts and Catrina Kiel, the Silver Ghost of Neil Glenys Walker, the Wrath of James and Susan Chung and the 25/30 of Rory Poland. Please see page 5 for the full report on the event.