

AUTUMN 2025
ISSUE 24



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.

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

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20-Ghost Gazette

The *20-Ghost Gazette* is the journal of The 20-Ghost Club Australian Chapter Inc. Contributions for the *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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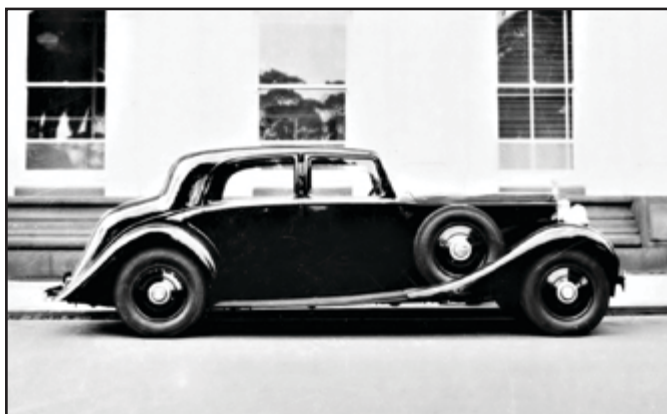
Print Post Approved

Publication Number 100028215



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Chassis 32EX is one of the experimental Phantom IIIs and is a very significant car in the history of Rolls-Royce. The car is in Australia and is pictured outside Treasury Place, Melbourne in the 1970s when owned by John Griffiths. For the full history of this car see page 16. (Photo: John Griffiths)

Front Cover:

Off test in November of 2025, the New Phantom chassis 100HC presents an imposing frontal image and was one of the earliest to arrive in Australia. Some wonderful period photos of the car survive including this one when it was owned by Maurice Shmith. Note the condition of the front tyres. The New Phantom celebrates its centenary this year and, through 2025, we are dedicating much of the Gazette to the model. See page 6.

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
June 11 - 15, 2025	Mudgee Tour We will be staying at the Clairfield Hotel at Mudgee and have 15 rooms set aside. Please book directly (phone 02 6372 1122) and mention the 20-Ghost Club tour to ensure the agreed rate. Contact Bob Roberts for event details.	Director: Bob Roberts Phone: 0407 002350 Email: bob@robertspv.com.au
October 12 - 18, 2025	2025 National Tour, Cleveland Estate, Lancefield This year's National Tour is being held at the Cleveland Estate Winery in the Macedon Ranges some 70km from the Melbourne CBD. The Club has booked the entire property for the week of the event. Day trips and cuisine will offer the best the area has to offer. Contact the venue directly on (03) 5429 9000 to secure your rooms and mention the 20-Ghost Tour. Please book promptly as few rooms remain. For general accommodation enquiries you can also contact Rory Poland on 0422 163 827.	Director: Noel Baker Phone: 0428 597 994 Email: noelfbaker@yahoo.com.au 

TryBooking – the Club to Trial Online Booking

Greg Wayman

Following on from the extremely positive experience of many other clubs and not for profit organisations, we intend trialling online bookings for smaller events and next year's membership renewals.

Online bookings make it simpler for both members and the Club.

For members, the booking process is simplified and the necessity to print and scan registration forms is avoided. Also, you will receive immediate confirmation or your registration or membership renewal, along with a receipt for payment.

For the Club, we will receive a single file with all the required information and a single payment to be entered into our bank reconciliation. So, it is a win-win situation for both members and your committee. The cost is quite low for most events (at 2.5% surcharge for the Club and 50c per registrant for members). For large events, like the National Rally, we are likely to use the traditional means of registration (to avoid a large surcharge, given the value of the event).

Conversely, for membership renewals there would be no nett cost, as the surcharge would be offset by no mail, printing and postage charges – let alone a significant time saving for committee members.

We will be trialling the TryBooking platform which has been used by the Rolls-Royce Owners Club in Victoria since 2021. This platform is seen as the industry leader, and we have several members who have used it for event management both in the RROCA and other organisations.

When we first introduce the online booking system, we will have a nominated committee member to assist with any problems or provide manual back-up for those members who are unable to use an online booking system. So hopefully the introduction will be relatively seamless.

Chairman's Report

Editorial

I know that ours is a vast continent, but the Summer has certainly evolved at this stage to be very diverse. Excessive rain in many parts of the Eastern Seaboard, scorching temperatures over in the West, and the concerning bushfires in parts of Victoria. Some conditions certainly not conducive to driving our cars.

The big news for the Club is the Tasmanian Rally which as I type is less than a month away. It promises to be an exceptional rally. Tours of the Apple Isle, (are we still allowed to call Tasmania that?) curated by Andrew and Marg Bayley have been sensational and this one is shaping up to surpass even these memorable rallies.

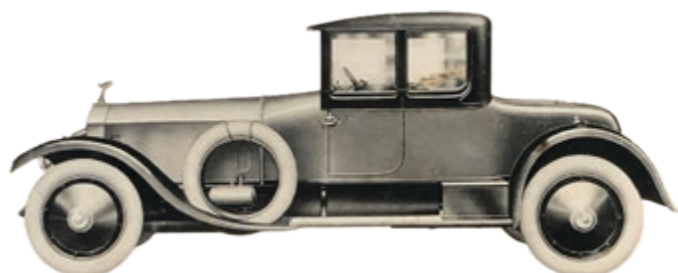
Noel Baker has our Annual Tour at the Cleveland Estate a few kilometres from Lancefield, Victoria well into the preliminary planning. He knows this region like the back of his hand, and we are very fortunate to be able to draw upon his deep knowledge and experience regarding this venue.

The Committee is even at this early stage considering possible venues for the 2026 National Rally, such is the competition for suitable venues from other Clubs and organisations. More details to be provided. It is certainly hoped that, responding to the overwhelming positive feedback the Committee received when we surveyed the membership at the 2024 National Tour at Wagga Wagga, this year's tour will better align to the needs and expectations of the Club.

On a personal note, I'm delighted to report that there is slow but steady progress with the restoration of the engine of 3CM157. The monstrous V12 engine is, ever so slowly, being rebuilt now. Pistons are now all back in the block, and we are awaiting two new head gaskets. I've certainly learnt an awful amount about the engine and hopefully all of you will soon see this magnificent car out and about soon. I can't comment about the length of time from now until when the car might be finished, however. Unfortunately, it's rather like the question 'how long is a piece of string?'. Never-the-less the progress remains slow but steady.

Happy Motoring

*Michael Henningsen,
Chairman*



Introduced in May of 1925, the New Phantom, the car that replaced the famous Silver Ghost, is this year celebrating its centenary, and to recognise the milestone we are devoting considerable space to the model in this issue of the *Gazette*. We look at the New Phantom in Australia and, through the next four issues, we will be covering all known survivors. Well, at least the ones I know about!

Courtesy of Steve Stuckey, we have a superbly researched article about the experimental Phantom III which resides in Australia. Thanks also to Richard Jones for his contribution regarding a well loved Twenty.

And finally, please remember we do have club trophies which are awarded each year at our National Rally. Three of the trophies are dedicated to encouraging the use of your pre-war Rolls-Royce so please remember to record your mileage/kilometres as of 1 July 2024 and through to June of this year. Whether or not you are intending to be at our National Rally, please note that all members are eligible to enter.

Ian Berg, Editor



APPLICATION FORM FOR DISTANCE BASED TROPHIES

Applicant's name.....

Chassis number..... Year.....

Odometer reading 1 July 2024..... miles

Odometer reading 30 June 2025..... miles

The car's odometer reading should be used.

Signed

.....

Member

.....

Date

The above application form can be copied, and when completed should be sent to the Secretary.

The Phantom II is to be Clothed

Ian Berg

Malcolm Richardson completed a concours standard restoration of chassis 18MY from 1932 and had considerable success in a series of events in Western Australia. See the feature of his restoration in our Autumn 2024 issue of the *20-Ghost Gazette*.

To make way for yet another project, Malcolm recently sold the chassis to Wayne Crawford who is in Perth. The good news is that Wayne is well advanced with new coachwork which will replicate the beautiful Henley roadsters. Wayne has also recently joined the 20-Ghost Club and hence is a welcome addition to our representation in Western Australia.

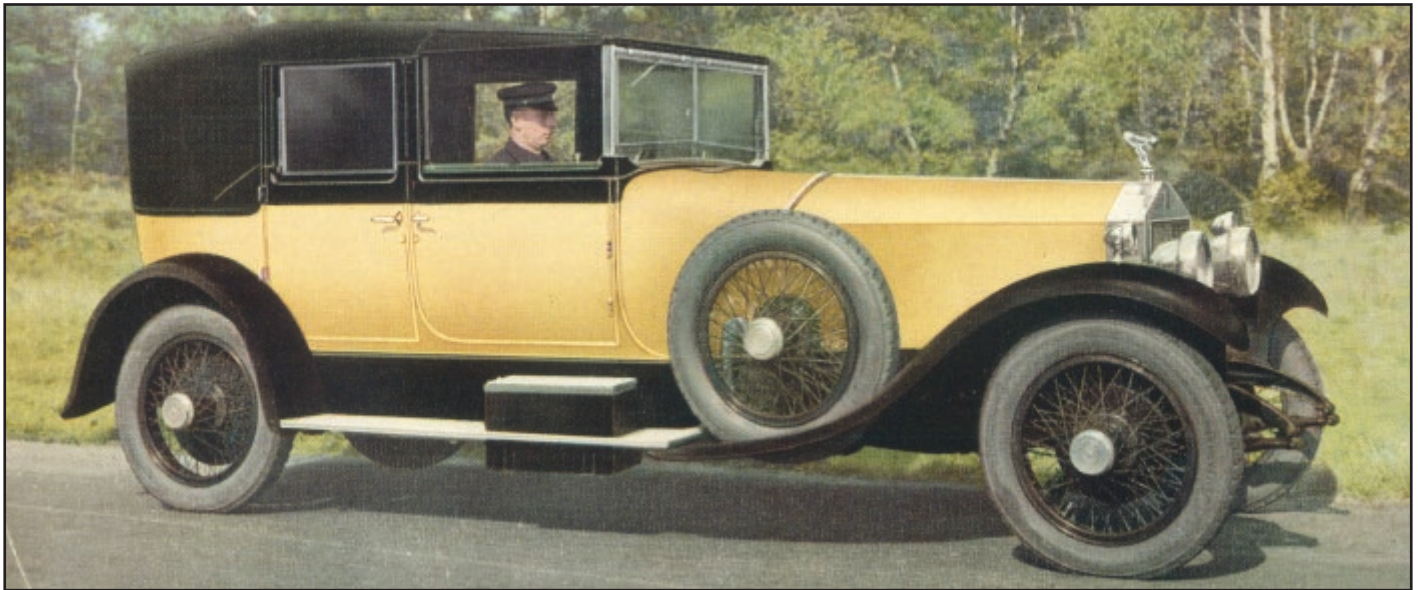
Here is a recent pictorial update of the progress on what is clearly a very worthwhile project.



A restored 1932 Phantom II Henley roadster. Only nine of this body style by Brewster & Co were originally produced on Phantom II chassis. Photo courtesy of Broad Arrow Auctions.

The New Phantom (Part 1 - 1925)

Ian Berg



From the 1925 New Phantom Catalogue

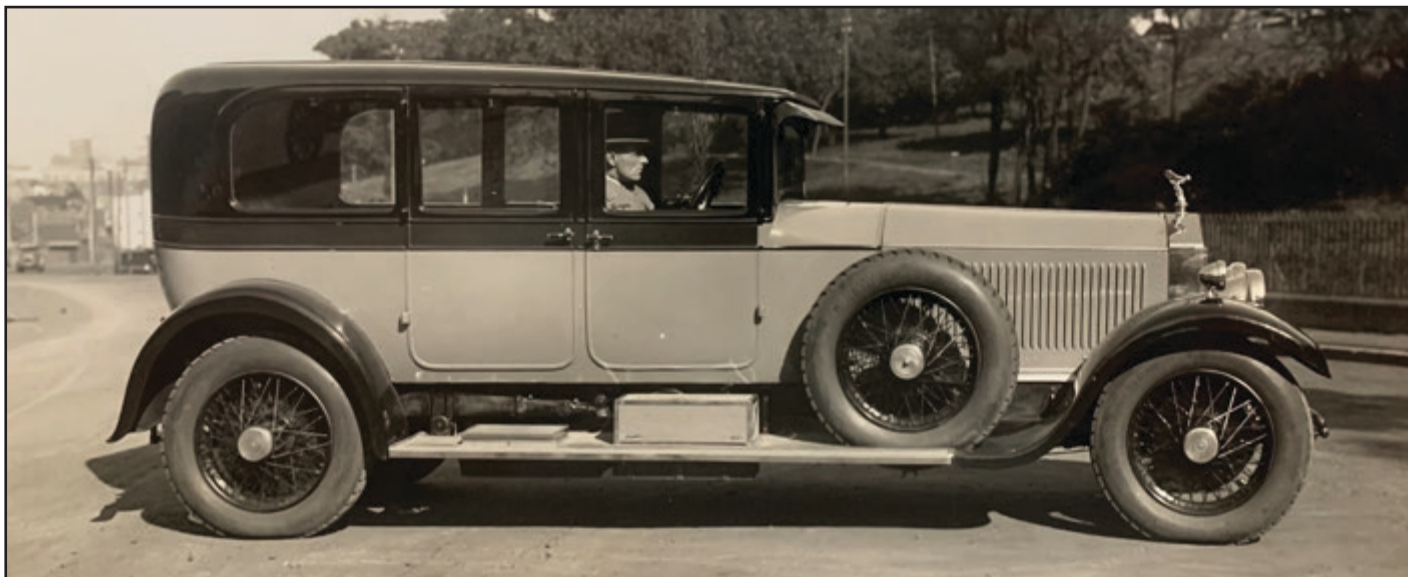
Designed to replace the Silver Ghost, the New Phantom was announced in May of 1925 as an updated 40/50hp car and was initially offered alongside its ageing predecessor. The main difference between the two models was that the New Phantom was fitted with an overhead valve engine producing at least 25% more power than the Silver Ghost, the design of the earlier car dating back to 1906. The chassis, gearbox and brakes of the early New Phantoms were very similar to the later Silver Ghosts, although the radiator height was increased, and radiator shutters, long a feature of the 20hp model, were introduced. The New Phantom proved popular; 2,267 chassis were built in the UK up to 1929, and a further 1,244 in the USA where production continued into 1931.

A comprehensive reference covering all Derby-produced pre-war Phantoms, including chassis numbers, original coachwork and original owners can be found in *Rolls-Royce: The Derby Phantoms* by Laurence Dalton, published by the RREC in 1991. However, the most complete record of early Rolls-Royces in Australia is *Rolls-Royce and Bentley in the Sunburnt Country* by Tom Clarke and David Neely published in 1999, and much of the local information we have is sourced from this as well as the supplement, most recently updated in 2021. According to *Sunburnt Country*, 59 New Phantoms came to Australia when new and 32 were 'late arrivals'. I am also aware of at least five additional New Phantoms that have arrived since publication of *Sunburnt Country*, and a number have also been exported. Of the cars arriving when new, 24 came as chassis only and were fitted with bodies by Australian coachbuilders, and 35 arrived with completed bodies, mostly British built. The largest Australian coachbuilder was Martin & King, and this firm produced 8 bodies on New Phantom chassis when new. Other significant coachbuilders included Smith & Waddington (5), and Jackson, Jones & Collins (6). Unfortunately, very few of these original bodies survive even though many of the chassis do.

A big part of the Australian story of the New Phantom is how many of these cars (just like the Silver Ghost and 20hp models) were rebodied as owners, or more often dealers, chose to modernise perfectly serviceable chassis rather than buying new cars. Many of these survive. In general, New Phantom survival rates in Australia are very high, probably because so many received a second (or even third) life following refurbishment and new coachwork. David Berthon, in the 20-Ghost Club *Newsletter* of February 2008, estimated that there were 71 complete survivors in Australia. However, this does not mean the cars are 'on the road', and many would be far from serviceable. Through the period from the 1960s to the 2000s, New Phantoms were regulars in the vintage rally scene. However, the current whereabouts of many of these examples are not known, and they are not listed in RROC registers. No doubt these cars remain in a state of slumber in garages around the country and await a new breed of enthusiastic owners to once again recommission them and get them back on the road. We do see New Phantoms occasionally being unearthed and placed on the market at quite reasonable prices. Carefully selected, and hopefully not requiring a major rebuild, these older restorations represent value and are a great way to get into 20-Ghost touring. The New Phantom is very powerful and is beautifully engineered if set up correctly.

When the cars were new, Rolls-Royce Limited was not shy about promoting the new model, and a 16-page *Owner's Opinions* booklet (c1926) included numerous testimonials from recent buyers. Here is one from an Australian owner:

'You may be interested to hear something of the behaviour of my New Phantom Rolls-Royce car in its initial run. Although this car had, in all, covered only 200 miles on the wood blocks of the city up to this date, I left Sydney for Melbourne on March 6th, via Princes Highway, arriving Melbourne on March 10th after having covered nearly a thousand miles. During the whole



1927 Phantom I, chassis 29EF EE Agate saloon. Agate was in the Sydney suburb of Summer Hill and only built a few bodies on Rolls-Royce chassis. Photo: Maurice Shmith collection (SHRF).

of this run the bonnet of the car was not lifted. After a run in the neighbourhood of Melbourne for a distance of 200 miles, I left on March 17th for Sydney, travelling via Gippsland Lakes, Mallacoota, and Bowral, and covering a distance of 1,000 miles, and again, on the return trip, it was quite unnecessary to open the bonnet or do anything to the car in any way.

The whole trip was a revelation to me regarding the perfection of workmanship put in their cars by Messrs Rolls-Royce Limited, and the reliability of same, even on what might be termed a christening run.

The comfort due to the excellent springing, the lightness of the steering ensuring absence of fatigue-the sweetness of the running generally, and the handiness of this long wheelbase car on our roads, which, as you know, abound in sharp corners, and altogether the general performance was, in my opinion, a great tribute to the makers of the chassis.'

As a tribute to the New Phantom, and the fact that 2025 marks its centenary, we will, in the *20-Ghost Gazette* through 2025, be featuring surviving New

Phantoms that came to Australia either as new cars or second-hand models. Apart from *Sunburnt Country*, source information comes from the wonderful archives of the Sir Henry Royce Foundation in Melbourne and *Praeclarum* the journal of the RROC of Australia.

Additional information has been provided by Nick Lang, Bruce Gardiner, Achalen Holmes, Rowan Swaney, Brian Goodall, Russell Holden and, in many cases, the current owners of the cars. We start off with those from 1925, the first of which was chassis 10MC, 'off test' as a chassis in May of 1925, shipped to Australia and then bodied by Jackson Jones & Collins in Sydney as a smart touring car with California top, before delivery to its new owner in January of 1926. It seems there were no New Phantoms actually on Australian roads until 1926, however, we have used Rolls-Royce chassis 'off-test' dates as the date of manufacture.

Photo credits, when known, are as indicated or from the writer's own collection.

The Princes Highway



The owner of the New Phantom offering the testimonial is describing his trip from Sydney to Melbourne and back along the Princes Highway, newly opened in the early 1920s. When you consider what the highway was like in the 1920s this was not a straight-forward trip.



The attached photos are from the Munro archives and were taken in 1921 and 1922. You can see what condition some sections of the highway were like at that time. The cars are a Crossley and a Mors supplied by Jas A Munro & Co.

1925

10MC Chassis 10MC was the first New Phantom chassis to arrive in Australia. Bult as a touring car, it was subsequently rebodied by Martin & King in 1937. In 2012, the car, then still unrestored but apparently in good condition, was auctioned in California by Bonhams. The car has since returned and is now in South Australia. (Photo: Bonhams Auctions.)



35MC Originally bodied by Hooper as a landaulette, 35MC was rebodied by Diskon & Molyneux as a saloon and owned by Theo Nelson's father for use in the family funeral home business. In the 1990s, Theo tracked it down and had it restored with a new body built by Vintage Motor Garage. (Photo: SHRF)



56MC According the chassis cards, this was intended to be a Silver Ghost, but the order changed, and it was built to the specification of the New Phantom. Bodied by Brewster in the New York, the car was imported into Australia in the early 1980s. Currently owned and in regular use by Peter Jordan-Hill and Mark Herbstreit in Victoria.



28MC A Hooper Limousine, this car has been in Perth for last decade, however, very little information is known about it. (Photo: Nick Lang)



62MC A Hooper V-screen limousine, this car was imported into Tasmania in the 1980s before being purchased by a Sydney wedding car operator and painted white. It has the original Sankey wheels under the wheel discs and was exported to New Zealand in 2003. (Photos: Shannons 1984 & Nick Lang)



85MC The family of Rowan Swaney have owned this car for over 60 years. Imported new with coachwork by Windovers, it was subject to the pictured Martin & King rebody in the 1930s. That body was replaced by sporting open coachwork from a Bentley when the car underwent a complete restoration over many years. (Photos: Rowan Swaney)

75MC Barely a survivor, for many years this was a derelict chassis, and some years ago was sold for export to Belgium. The car was originally fitted with the pictured Jackson, Jones & Collins limousine body before being rebodied for service in the funeral industry in the 1930s. (Photo: SHRF)



78MC The first owner of 78MC was Sol Green the bookmaker and, unusually, the car has numerous gold-plated fittings from new. It was originally fitted with a Windovers body, but Green had Martin & King rebody it in 1933 with the saloon coachwork it wears today. It was for many years owned by Harold Paynting who authored the James Flood series of books, and he can be seen pictured in the 1960s at a RROC event. The car was most recently sold by Oldtimer Australia in Queensland and currently is thought to reside in Victoria. (Photos: Fred English collection - SHRF)



1925

109MC This chassis carries an attractive saloon body by Jackson, Jones & Collins of Sydney. The car was seen at RROC events in the late 1970s. It is currently owned by Barry Sargent in Sydney. (Photo: SHRF)



117MC Owned by Brian Goodall from Queensland, the car is fitted with original polished aluminium body by WC & RC Atcherley of Birmingham. Atcherley was a small coachbuilder who built bodies on various prestigious chassis which included 10 Rolls-Royces. The car spent its early years in the UK, and subsequently much of its life in Rhodesia. In 1981, Brian's father imported the car into Australia when he migrated. (Photos: Brian Goodall)



11RC Originally bodied by Park Ward as a landaulette, the chassis of this car was restored in the 1960s by Don Sheil who was a sliver smith. A beautiful boat-tail body was crafted for the car as a replica of the experimental sports New Phantom (10EX) which was originally bodied by Barker. Chassis 11RC was a concours winner both as a restored chassis and in a finished state for many years. It was ultimately sold to a Japanese collector. (Photos: Fred English collection - SHRF)



12RC One of a series of New Phantoms imported, most likely in chassis form in the 1930s, the car which was originally a Mulliner Weymann saloon was rebodied by Martin & King. It recently resurfaced after over 40 years in storage and was sold in 2023, although the car's whereabouts are not now known. (Photos: Nick Lang)



1925

21RC Chassis 21RC is regularly campaigned by owner Ben Stafford. It was originally a Windovers tourer and retains the front portion of the original coachwork to the back of the front seat, having

been converted into a 'ute' early in its life. Largely restored by the previous owner it has been progressively improved by Ben who lives in Queensland where the car has resided for most of its life. (Photo: Murray Stack)



2HC An interesting car, it was fitted with two-seater coupe coachwork by the owner JK Angas and his estate. Martin & King, in 1934, fitted a new two-seater coupe body which is the one pictured on a RROC Victoria rally in the 1960s. Last seen on a Federal Rally in 1970 and long since exported, it is now on display in the collection of the late Prince of Monaco. (Photos: Fred English collection - SHRF, and Prince of Monaco collection)



31HC This car too is fascinating. Originally a Barker torpedo tourer, it was fitted with a supercharger when owned by its original English owner. At one time it was driven by Bill Birkin around Brooklands at 108mph. Rebodyed by James Young as a sedan coupe, it came to Australia some years later (1940s?) and was restored over a period of many years and numerous owners. In 1998 the car was sold to a new owner in the UK. Its current whereabouts are not known. (Photos: SHRF)

A comprehensive history of this car can be found on the RROC webpage:

<https://rroc.org.au/wiki/index.php%3Ftitle=History:31HC.html>



89HC Pictured at the 2023 20-Ghost National Rally at Milawa is chassis 89MC when owned by Alan Maden. The car was a mid-thirties import and was subsequently fitted with quite unusual and sporting two-door saloon coachwork by Martin & King, coachwork it retains to this day. Recently sold, it now resides in Queensland. (Photos: SHRF & Murray Stack)



1925



114 HC Russell Holden from Mudgee New South Wales imported this car from the USA in the early 2000s. It was original sold to 'Billy' Leeds, a wealthy tin magnate and socialite from Long Island, New York who was married to Princess Xenia of Russia. Xenia, her mother and older sister had left Russia in 1914 to spend the war years in England. Her father, uncle and cousins were, in 1917, executed by a Bolshevik firing squad in St. Petersburg. Billy ordered the Derby built car, as he wanted the new model Rolls-Royce, whereas Springfield were continuing with the Ghost chassis, and it was delivered to the United States. The car retains the original convertible coupe body, believed to be by Brewster. Russell contracted the late Peter Lamb to assist in the restoration, but he was subsequently approached by a Canary Islands collector who purchased the car and had Peter complete the restoration prior to export. (Photos: Russell Holden)



103HC An English delivered car with touring body when new, this car was imported into Australia and fitted with a Martin & King coachwork in the early 1930s. Quite likely the car was one of the City Motor Services fleet cars operating in Melbourne. David Furniss' grandfather purchased the car before the war, and it was used for many years privately and in the family Adelaide-based business. A restoration was carried out in the 1980s and it has since been used on local club runs by David and his family.



2LC Since 2001, 21LC has been owned by Paul and Dorothy Hesse in New South Wales. The car is fitted with a c1930 James Young limousine body (the original body, also a limousine, was by Flewitt). It came to Australia in 1996 having spent some decades in South Africa. (Photo: Dorothy Hesse)





64LC After years of storage, in 2019, chassis 64LC was sold from a deceased estate on the Mornington Peninsula. The car was originally bodied by Waring Bros of Melbourne as a tourer, rebodied as a sedan in the 1930s and, in the 1970s, fitted with the home-built tourer coachwork pictured. It is now in Queensland.



10LC A very original car, 10LC was imported in the early 2000s by the late Peter Crauford. It is a Barker Sedan de Ville in largely unrestored condition and was regularly seen on 20-Ghost Club events up to about 2019. Within the last two years, this very attractive car was offered for sale on consignment by David Ekberg but failed to sell.



30LC Pictured at the 1977 RROC Federal Rally in the Gold Coast is George and Jean Sevenoaks in 30LC which was fitted with Jackson, Jones & Collins hard-top tourer body. George Sevenoaks was in the motor trade his entire life and became a dealer in Rolls-Royce and other quality makes of cars. He was also very active in the RROC.

According to *Sunburnt Country*, the Jackson, Jones & Collins coachwork was not fitted to the car originally; when new, it was bodied by Thrupp & Maberly as a tourer. The car has since been painted white and is now owned by Garth Selig. (Photos: SHRF)



The Car From Which All Phantom IIIs Are Descended

Steve Stuckey

Chassis 3-S-1, 32EX, 3AEX32 or 3DEX202

Sometimes a particular car can cause heads to turn, or at least engender some great excitement. A car can make a splash by being on the winner's podium at a prestige show or reappearing after a long time hiding away. It is even more remarkable when the car that makes the splash is this one – chassis 32EX – the car that formed the basic design of the production run of the Phantom III and which is about to celebrate its 90th birthday. It is significant to us that this car is in Australia. John Griffiths of Melbourne was the owner of this important car between 1965 and his passing in July 2014. It is now owned by 20-Ghost Club member Peter Moran, only its fifth owner in those 90 years.

32EX was the third of the batch of ten experimental Phantom IIIs. The first two, 30EX and 31EX, were Park Ward limousines that were scrapped after a relatively short time. They were subjected to punishing tests in England and in France; 31EX was involved in a fatal accident in France which caused it to be scrapped. They were used primarily to test the new V-12 engine in a shortened chassis in comparison to the Phantom II. 30 EX was built during mid-1934 and 31EX in February 1935. 32EX – or 3-S-1 as it was then designated – had its first run in May 1935. Rolls-Royce wanted to try a car that had a lighter and sportier body than the limousines on 30EX and 31EX. So, Park Ward built the Experimental Department a Continental touring saloon (without division), an aluminium body on an ash frame; the body was mounted on the chassis on May 1, 1935. It was finished in the delightfully named "Torpedoboat Grey" cellulose with dark grey leather upholstery, grey cloth and dark grey carpet. Its Park Ward body number was 4034. In the engine compartment was experimental V-12 number 5.

The car was first registered RC2545 on June 12, 1935, and it was immediately taken on a run from Derby to London, reaching a speed of 90mph, a high speed if you consider what the roads of England were like at that time, and experiencing no problems. Soon after the car – now renumbered 32EX – was taken to France for the standard 10,000-mile endurance testing. It travelled through France and Germany, returning via Switzerland and the Alpine passes. Included amongst Company staff using the car in Europe was William Robotham (Rm), head of the Experimental Division. We are lucky to have access to the many photos Rm took during these trips, care of his daughter Su Cumber in the UK. On the Stelvio Pass (2,757 metres or 9,045 ft.) 32EX suffered overheating and the petrol pump failed. Back at the Company testing facility at Chateauroux it was used for fast runs, and there were a number of valve and piston failures. Tests were extended to 20,000 miles, including a return to Switzerland. The car was taken back to Derby in September 1935 and was stripped down, the front suspension discovered to have been broken. But Rolls-Royce were sufficiently confident in the car after repair that they loaned it to Prince George, Duke of Kent, for a weekend (he went on to buy 3AZ43) and to

Sir John Leigh for a day in February 1936 (he went on to buy FOUR Phantom IIIs – 3AZ68, 3BU136, 3BT99 and 3DL154).



31EX (left) and 32EX at Derby, 1935 (Stuckey archive ex Oldham collection)



32EX at the Stelvio Pass, between Switzerland and Italy, 1935 (Robotham photo from his daughter, Su Cumber)



The Stelvio Pass as it is today – a challenge in any year (Internet)

In May 1936 32EX was returned to France and travelled into Spain, where it was used enthusiastically by the Spanish dealer Don Carlos de Salamanca. After this it was subjected to another 10,000-mile endurance test at Chateauroux. It was involved in an accident with a lorry that smashed the rear axle and damaged the gearbox and transmission, this required return to Derby by train. The chassis was again stripped down before being rebuilt and used in England for exhaust assessment and oil consumption testing. In early 1937 solid tappets were fitted as the hydraulic tappets were causing problems in production cars. In addition, an overdrive gearbox was installed to see how it performed on long Continental runs, as these were being undertaken by numerous owners of early production cars. The problematic petrol pump was moved into the frame to avoid vaporisation and tests carried out in London summer traffic.

On June 25, 1937 32EX was used for test runs at the Brooklands race track. It was used to compare performance of the new, lightweight Continental Phantom III, Spectre 39EX. Also used were an Oldsmobile 28.3HP and a Vauxhall 28.3HP. Lap speeds for 32EX were 85.8mph in direct drive and 89.0 in overdrive. 39EX speeds were 88.94 and 90.06 respectively. The Olds was 79.68 and the Vauxhall 71.15. Acceleration for 32EX from 10 to 70mph was 27.5 secs and for 39EX the time was 22.4 (both the other cars were 29.25 secs); deceleration from 90mph to 20 was 95.6 secs for 32EX and a significantly higher 125.1 secs for 39EX.

The modifications to 32EX during 1937 seemed to have been successful, so another 15,000-mile test run in France was called for. After this, on September 10, 1937, another experimental engine, number 13, was fitted to the chassis. With this new engine the car was used regularly, but on relatively short runs. On April 9, 1938, the odometer read 67,360 miles of which 45,000 had been on European testing. It was removed from use on April 14, renumbered 3AEX32 (which shows it was up to A-series specifications) and sent to the Repair Department for preparation for sale. It is probably because the Company did not want a car with the as yet unreleased overdrive gearbox sold to the public that 32EX languished. (This was the case with other Trials cars.) At some time engine J64Q, from a series used in the early AZ chassis, was fitted but upgraded to D specifications and the car renumbered 3DEX202 in February 1939.

Through its extended and extensive use, 32EX had been the subject to many modifications that made their way into the production run of Phantom IIIs. It is known to have had three engines, at least two gearboxes, two rear axles and two bonnets (one with louvres and one with flip-flap shutters). The Park Ward body seems to have survived remarkable well, however.

On February 12, 1940, the Sales Department sold 3DEX202 to a Charles Samuel Messinger (born 1897, died 1940) of Cosmic Lodge, Ampthill Road, Bedford. He was a company director, born in the USA (he became a naturalized British citizen on March 1, 1923) and husband to Marjorie Gertrude, nee Sexton, of Sandusky, Ohio (who died in April 1968).



32EX at Falsarego (2015m or 6906ft), Italy 1935 (Robotham photo)



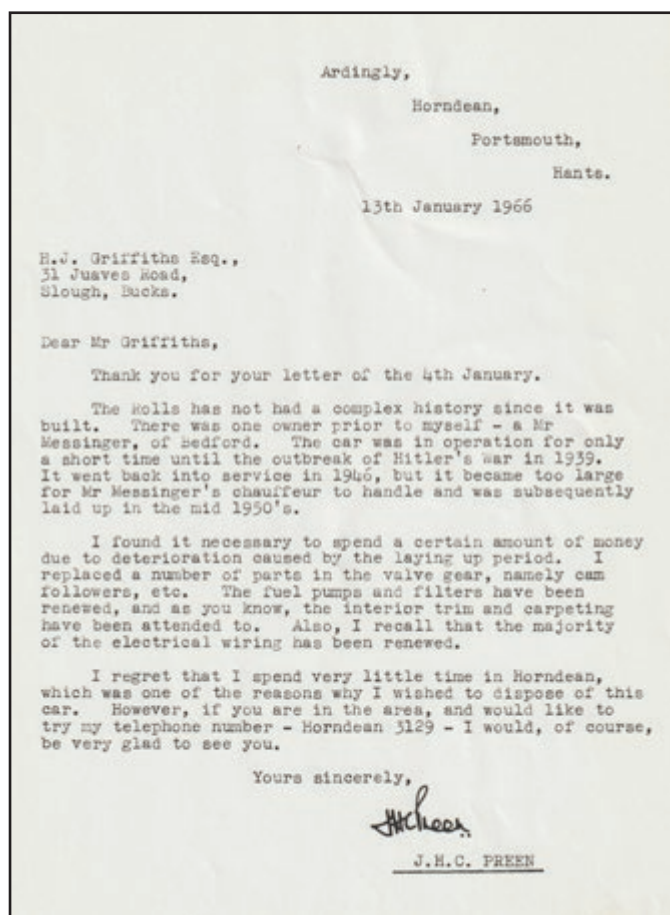
32EX on a trip to Spain, 1936 (Robotham photo)



32EX in Spain. Carlos de Salamanca on the left (Robotham photo)

Messinger's car was laid up in late 1941 and resurrected in 1945 when it was reregistered with Bedfordshire number DMJ600. Apparently, the chauffeur found the car difficult to handle and it was laid up again in the mid-1950s. In 1963 it was sold to Jack Williamson, General Manager of Hartwell Motors in Bournemouth, England. He sold it the next year to J H C Preen of Portsmouth whose major repairs to the car involved renewing the fuel pumps and the valve gear, as well as renewing most of the wiring. In September 1965 John Griffiths of Melbourne purchased the car and had it shipped to Australia. By this time the car had been repainted black, but the upholstery remained as when new.

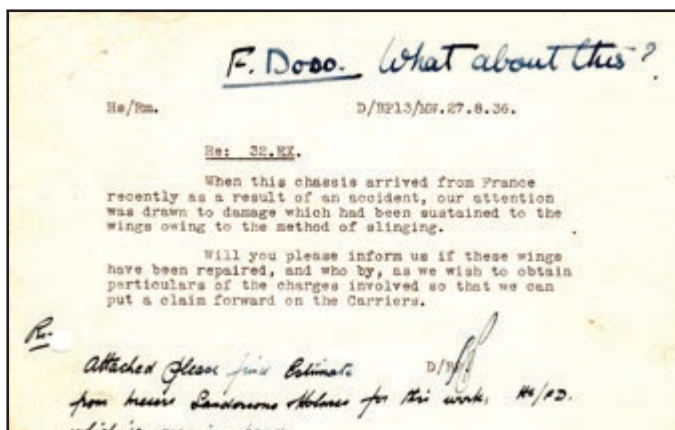
John used the car often through the 1970s, less regularly after that following a serious illness. But he was always passionately interested in his Phantom III, knowing its significance to the development of the 717 production cars. Only a year before he passed, whilst visiting the RREC headquarters at The Hunt House in England, I was able to fulfil a wish of John's, which was the scour the 150+page logbook for 3-S-1/32EX with its hand-written pencil entries between May 17, 1935, and April 14, 1938. These record everything that happened to the car, and the impressions and comments of the many test drivers. Only a year or so before I had sent John a scan of the blueprint of the car that I had discovered so we could compare that with its appearance today.



Letter to John Griffiths from owner JHC Preen (from John Griffiths)



John Griffiths stands proudly with 32EX, 13 December 1970 (John Griffiths)



Internal RR memo re the return from France (SHRMF, UK)

CHASSIS TYPE				Phantom III Series "D"		Sales ES No.		Date	
Steering	"F"	Fixings	Standard	Country					
Body	Saloon	Weight		Passengers	4/5	Luggage			
Front Springs	O.S.	N.S.		Rear O.S.	14.57	N.S.	14.50		
Switch Key No.	110. V. 14	Axis Ratio	8 x 3 1/2	Gears	Wiper				
Battery	6 X G.K.R. 13 M.R.L. type	8 side		Engine No.					
Wheels	Dunlop wire 18" x 2 spines			Speedo. No.					
On Test	D.O. 12.2.40	To	Brickwood						
Customer	Salon			Guarantee No. and Date					
Complete Car D.O.		Final Test							

4 Dunlop Frob "90" (7.00-18) type tyre
 2 Indian Super 7.00-18 type tyre
 Spare Wheel carrier each side
 Mascot + cap
 Bonnet with shutters + rear end sloped at angle of 15° 30' with 9"

RR Sales Card for 32EX, 1940 (SHRMF)

Below: 32EX in the Griffiths garage, Melbourne 15 September 2017 (Stuckey photo)



With the loss of the first two Spectres, 30EX and 31EX, as well as the one and only Continental Phantom III (39EX), all reduced to produce by Rolls-Royce, the survival of 32EX/3DEX202 is hugely significant to the Phantom III fraternity, and Rolls-Royce enthusiasts generally. In John Griffiths it had a caring, understanding and enthusiastic custodian. In 2016, after some mechanical work by John's son Rich, 3DEX202 was purchased by Peter Moran and soon after was transported to Perth for attention by Roger Fry. News in early 2025 is that renowned mechanic David Walker is engaged in making sure the car is mechanically fit, whilst Roger is addressing the coachwork.

Peter comments as follows on the progress of the car's recommissioning:

'I have asked Roger if he is able to do a 'conservation' of 32EX keeping as much of the original fabric of the car as possible. This is in preference to a restoration of the car as the intent is not to bring it back to as new but to recommission it sympathetically. The car was in a somewhat dilapidated state when I acquired it and in need of rescue due to its importance in the Rolls-Royce and Phantom history. It is understood that the paint work, now black, is as original which was the colour commissioned by the factory prior to it being sold to its first owner. I further understand that whilst the car was on test/used by the factory, it was in fact painted a dark grey.

Roger has been discovering parts of the original fabric whilst the car has been in his care and these discoveries have been exciting to hear about when they happen, although I have not been able to venture to Perth yet to see things myself. Under Roger's care, 32EX will be as original as it is possible for it to be 80 years after it was built.'

Victorian Christmas Luncheon

Ian Berg with photos by Murray Stack

Located near Yarra Glen, Chateau Yering was constructed in 1854 and is significant for being the site of one of the first vineyards to have been established in Australia. The original home, in very original condition, is now a boutique hotel and restaurant and was host to our Victorian Christmas luncheon. We had about 30 members and partners with five proper cars in attendance. With thanks to Noel Baker for organising a very pleasant luncheon at a grand Victorian mansion.

Here is a pictorial record of the outing and the luncheon.



Noel Baker 20hp, GTM10 in front of Chateau Yering. The palm tree behind the house was planted in 1867 and is listed in the Register of Significant Trees in Victoria. Both the house and the gardens are listed for protection by Heritage Victoria.

One For The Sleuths



Observed on the walls of the homestead was this picture from the 1920s taken in front of the chateau. The car at the rear appears to be a Rolls-Royce with quite unusual coachwork. Is it a Silver Ghost? Can anyone identify the car and chassis number?



Parked behind the house from left are the 1938 Wraith of Peter Jordan-Hill, Noel and Janice Baker's 20hp GTM10, Ian and Sue Berg's New Phantom 48YC, Peter and Barb McBeth's 1935 20/25 GPG23 and George and Sue Blenkhorn's 1938 25/30 GGM10.



Pre-dinner drinks were enjoyed by all.



At the table - a very long table indeed.



We were treated to a short history of the homestead and gardens.

South Australian Christmas Luncheon

David Furniss

We had a good attendance of 20 members and partners and a nice selection of six proper motor cars for our Christmas lunch at Barristers Block Wines, Woodside in the Adelaide Hills. It was a beautiful day and a great location. Barristers Block provided a decent meal and good wines. We all had a good time and thank Rory Poland for his planning of the day.

Here is a pictorial record of the outing and the luncheon.



It was great to see David and Marilyn Forward who also brought along their Springfield Silver Ghost, chassis SSG 353LF.



From left are the 1923 20hp GF63 of Mark and Katrina Roberts, the 1934 Phantom II 80SK of Michael and Maureen Gannon, the 25/30 GUN26 of Carol van der Pennen, the Silver Ghosts of David and Marilyn Forward (1924 353LF) and Adrian Ackhurst and Diana Provis (1921 72JG) and the 1937 25/30 GRO4 of Rory Poland.

For Sale and Wanted

FOR SALE

20hp parts

Crankcase complete and in good order, bearings and crank in good condition.

as are 2 sets of conrods and pistons, camshaft, slipper, flywheel, clutch and drive plate all in good order. Would be good candidate for transplant. Engine No. G1102. \$ 1500 for all.

New Phantom parts

Front friction shock absorbers - three in total plus one drop arm to suit.

In superb condition and working well. \$400 for all.

CONTACT: Steve Wasley, Ph: 0488 407 848.



FOR SALE

Bausch & Lomb Headlights,

mounting Yolks 13" wide, Lenses 10 1/2" wide, Drum diameter 12", Drum 7" deep - Asking \$3000



Two Astor Screens

#1 Manufactured by the J. H. Tonneau Shield Company, West Street, New York, NY - 30" wide 12" high, with 14" wings, extendable arms, original un-restored, needs re-nickelling and probably safety glass - \$2000



#2 No branded manufacturer - 43" wide 17 1/2" high, with 20" wings with bevelled glass, sliding glass partition in centre, useable nickel - \$3000



CONTACT: Russell Holden

E: russell@veterangarage.com.au

Ph: 0422 219 911

WANTED

For Phantom 1, RF chassis series

Rear shock connection rods (each side) for hydraulic dampers. The rods link the shock absorber arm to the axle.

Also wanted rear shock absorber lever ball stud (passenger side), possibly part F10494 as per the photo attached.

CONTACT: Mark Glanville

E: theglanvilles55@gmail.com

Ph: 0411 405 875



History of a 1923 20hp Goshawk Rolls-Royce

Richard Jones

An Uncensored (well, slightly) History of a 1923 20hp Goshawk Rolls-Royce 83K5 'Lolly' and her Adoptive Australian Family

With thanks to the various publications and persona that I have occasionally plagiarised.

Conception

It all started during the war as shells from the Japanese submarine whistled over our house in Dover Heights, when dad, our esteemed Air Raid Warden rescued and restored a well-used Cyclops pedal car. Mother quoted son as exclaiming 'My car !' (it had similar braking and suspension to a 20hp)".



My Car.

My attraction to cars evolved into a love for the 20hp GSK10 when I saw it in the Museum of Technology, Harris Street, Ultimo. That vehicle was like the painting of Dorian Gray which aged as its namesake remained with his useful beauty, unlike me who gained wrinkles and hair loss. So I decided to restore a classic.

Realising I had neither the expertise nor funds for such an endeavour, I built a Canstel Clubman which now resides in the Motor Life Museum in Kembla Grange.



The Canstel Clubman.

Undaunted, I confided in my colleague John Matheson, at that time driving a Silver Spirit, that I should like to purchase an old Rolls Royce. He had found a 20/25 limousine for me. In 1996 I became a member and searched *London and Derby* for a suitable enterprise. 83K5 was advertised by Gordon, the son of the departed owner Roger Johnston, in an 'as is' condition. And so another love story evolved. By this stage the 20hp in the Museum had seriously deteriorated and I made a fruitless donation for its restoration.



83KF as purchased.

Early history of Rolls-Royce 20hp Goshawk 83k5

Birth and Ocean Voyage

She was completed as a rolling chassis for test purposes on 20 July 1923. The car was exported from London to Sydney on 10 September 1923 aboard SS *Sophocles* from King George Vth London Docks (recently opened and named by the King) to be used as a demonstrator vehicle for Dalgety and Co. It was clothed as a Smith & Waddington Tourer in 1925, with blue body and black guards. While Dalgety & Co. owned 83K5, it was housed in a factory in Chippendale, Sydney. In October 1924, the clothing business caught fire and 83K5 was driven home by Alf Appleby – the Rolls-Royce Service Manager.



A photo of 83K5 from 1923 with the Appleby family.

Adoption

In late 1924 the Charlton family of Hunters Hill purchased the car and obsessively detailed its running costs. Mr A. E. Lawson, a draper of Drummoyne, Sydney, purchased the car in 1927, covering many miles and was the owner for 33 years. In 1947 'Lolly' was overhauled by Appleby & Ward and completed by York Motors.

George Sevenoaks, Rolls Royce dealer of Crows Nest, Sydney, sold 83K5 to Peter Bennett. The car was tested by Mr Bert Ward undertaking some minor repairs before Mr Bennett drove to Cooktown and back without trouble. Mr Ward seemed somewhat circumspect about the wisdom of such a gruelling trip. Don Appleby recalled that there was a knock on his door, to reveal a number of very weary men. Behind them was 83K5 looking even more tired. George Sevenoaks then sold the car to Mr Faris Palfryman and, in March 1969, when he moved to Canberra, 83K5 was bought at auction by Mr Roger Johnston and restored by George Williams and John Vawser. The Johnstons won many concours d'elegance and travelled to a number of rallies in most states of Australia.

In May 1997, 83K5 was purchased from the late Roger Johnston's son Gordon and she came to reside in our house in Hunters Hill, Sydney, next door to the original owners – the Charlton family.

Like all Rolls-Royces in the era, old 'Lolly' started her days unclothed, the first Smith and Waddington coach work was blue and black, then aqua and finally burgundy and black (1974) which I touch up from time-to-time.



Back Home After 100 Years.



The Charlton House in the background.

An invitation

At a meeting in Wagga in 2013, Peter Crauford had invited us to join the 20-Ghost Club (Australian Chapter) which opened a whole new world of activities and friendships. Among these are David Davis (42G1) who has written extensively on 83K5 and Jeff Harrison - the fairy godfather who has delivered us on a number of occasions from the valley of despair. The three musketeers have journeyed far and wide.

Some little embarrassments

She came to us with a full toolkit and handbook which got soaked when the garage flooded. Picking the pages apart caused damage so I telephoned the Mitchell Library who advised to place the wet tome in the freezer and I took it to the conservators who returned it to me almost in 'as new' condition.

One day we were chortling along the expressway when a B-Double passed and our fabric top disconnected. We were like a bird with a wounded wing, Mikki holding onto the roof for dear life. Since then we frequently give the wing-nuts a tweak!

An early hiccup, or rather a loud eructation occurred following the first tank of unleaded fuel when a valve seized and a push-rod bent! I scribbled a note to the purveyor of petrol who replied with a very conciliatory letter, so I followed up with a suggestion that they might assist as to the future management. A more perfunctory missive arrived informing us that our 1923 car was designed to run on unleaded fuel!

Fuel consumption was a bit of a mystery and the tank-mounted gauge did not work. The manual showed the cork float, gears and levers, so the bits still had to be in the tank. Phil Truscott, a surgeon, had an obsolete sigmoidoscope which he manoeuvred between the baffles of the tank and secured the bits with a retrieval device. Success led to reinstallation and now when

the tank is full it shows zero and vice-versa! A failure to proceed resulted in removal of the filter and drain plug from the tank with a thorough cleansing of tank and carburettor.



Phil Truscott and Sigmoidoscope used for recovering the fuel gauge float.



Sigmoidoscope 2.



Sigmoidoscope 3.

Not long ago the RROC was invited to participate in a function at the HARS (Historical Aviation Restoration Society) in Albion Park Rail. On the tarmac surrounds they have a Boeing 747 donated by Qantas. HARS wanted a photo with the 20hp, the 747 and Rolls-Royce engine together, but the gates to the display area were bolted and so after some concerned discussion, we were ushered onto the runway, hoping to avoid any landing light aircraft. All went well and they got the requested photos.

A learning experience

'Lolly' was not always well-behaved but between Garth Selig and members of the Three Musketeers (David Davis 42G1, Jeff Harrison GPK42 and myself), we usually got her rolling again.

It took me a while to realise that the handbrake is a separate shoe within the drum, resulting in a hair-raising descent into Kangaroo Valley when the brakes faded completely – a character building experience! We were encouraged to attend a meeting in Clare, so joined the slow overland via Victoria Pass. Concerned about brake failure, colleagues suggested that I tie a log to her tail, just like the bullock wagons of yore. Extremely concerned, I engaged second gear, activated the handbrake a little, and crawled down the mountain pass, reporting that we arrived at the foot of the mountain completely relaxed, which was more that could be said for the queue of cars behind us!

'Lolly', recently serviced by the expert, set out with great anticipation for the 20-Ghost Rally in Wagga in 2024, arranging to meet for dinner at 7.00pm in Yass with our wonderful 20hp colleagues. She was proceeding beautifully along the Hume Expressway, blown by the occasional cyclone from a passing B-Double. Suddenly, nothing, and so pulled over to the service lane against a rock wall excavation and used the starter motor to edge as far as possible off the road. The red triangles I put out for warning were blown away each time a transport vehicle passed at speed. The lady at the NRMA asked if it was a dangerous location, to which I replied 'I'm about to be killed'. Her response was 'I will call the police'. Ben from Camden Police arrived shortly afterwards in his BMW-M5 with multi-colours and flashing lights. That sure did slow the traffic and Ben kindly allowed me to sit in the rear of the police vehicle to make important calls in that more subdued ambience. (I have never seen so many electronic gizmos, aials etc, in my life).

Said I, 'Ben, you must love the M5'. His polite reply 'I'm a Holden man restoring an EH and with an SS'. He was lovely and waited until the flat-top took 'Lolly' to the depot in Mittagong from where I paid the Kings ransom for a taxi to Sydney, re-loaded gear into modern, set off and arrived in Yass in time for dinner. Our friends in the 20-Ghost Club very kindly offered us transport for the meeting and I reunited with 'Lolly' in Sydney. Am now planning a visit to Newcastle and Victoria.

Other activities

83K5 has participated in many rallies and little tours arranged by the Three Musketeers. To some of the 20-Ghost Club rallies, 'Lolly' has been trucked and

protected under cover until we arrived – a bit of a cop-out, but on some occasions the roads had been so damaged by rain that it was a sensible option.

‘Lolly’ has competed in slow races (mostly unsuccessfully), numerous fundraising efforts and a family wedding.

Our grandson learned to drive it as he wanted a driving licence allowing him to drive a manual vehicle. ‘Lolly’ received much attention with an L-Plate and later P-Plate attached to the body work.



The P Plater.

A crowd-pleaser

Wherever she goes, ‘Lolly’ attracts attention! Crowds line up to take photos and selfies. She doesn’t mind, just blinks her LEDs and puffs herself up. At a Bowral Tulip Festival, a young lady with Cerebral Palsy excitedly waved, I honked the horn and she jumped into the middle of next week!

The Three Musketeers requested to park their cars in the grounds of the local Congregational church at the Sunroom Coffee Shop. Rather circumspectly, this was agreed upon. The crowds turned up and the coffee shop had the best turnover that day.

At the recent Hunters Hill, Sydney Moocooboola Festival, the Mayor Zac Miles was picked up from his home and driven to Boronia Park where the assembled multitude welcomed him to open the festival.



Wedding car duties.



With the Mayor of Hunters Hill, Cr Zac Myers.

Epilogue

And so a story in the telling of the life of 83K5 to which will be added the experiences of future custodians. An acknowledgement to those who have helped keep ‘Lolly’ on the road. To the various publications from whence snippets of information have been gleaned and to David Davis who has written extensively of 83K5. I give further thanks to Jeff Harrison, *London and Derby*, *Praeclarum* and fellow 20 philes.



At the end of the day.

Out and About

Ian Berg

Motors and Masterpieces

The inaugural Motors & Masterpieces automotive festival was held at the Melbourne Showgrounds over two days in November and by all reports was a big success with over 200 high quality cars on show. Several of our members displayed cars on the RROC (Vic) stand or entered their vehicles in Concours d'Elegance. It was particularly interesting to see the New Phantom 57SC from 1926 on display. This car, an original and very interesting Barker touring car, is unrestored and has not been seen on any club events for decades. We featured it in the Summer 2022/23 20-Ghost Gazette.



Chassis 57SC is a seven-passenger long wheelbase tourer with its original coachwork and was on display at Motors and Masterpieces.



David Phillips Silver Ghost 15CW from 1920. David has since sold the car to Eddie Newton who is planning on joining the Club.



Neil Matthews 20hp, Barker Cabriolet, from 1924, also shown at Motors and Masterpieces.

RROC events Victoria

The RROC (Vic) also held their Victorian Concours d'Elegance, once again at Cruden Farm at Langwarrin, and their Christmas lunch which was held at Red Hill, both venues being on the Mornington Peninsula.



On show at the RROC concours was the 1934 Hooper bodied 20/25 (GAE29) of Keith Mortimer and the 1923 Silver Ghost chassis 97LK belonging to Des Harrington.



With newly painted mudguards and upper body, the New Phantom, chassis 60RF, of Greg Wayman looked very dignified at its first outing at the RROC Christmas luncheon.



Also present at the RROC Christmas barbeque were Rod and Bambi Hanson in their Twenty from 1924, chassis GAK76.

Back on the Road

The 'oily-rag' 20/25, chassis GBK26, of John Witts is back on the road. John Witts purchased the car at auction a couple of years ago and, in December, drove it back from the workshop of David Ford at Stanthorpe, Queensland to help run it in following an engine rebuild. All went very nicely, with water temperature between 70 and 75° most of the way. John reports he has now done about 1000km, the head was pulled down a second time, and he has done three oil changes.

This is all good preparation of the car as John is planning on taking it on the Tasmania rally. A very original car with tatty but serviceable paint and interior, the intention is to keep that way.



Leaving Queensland.

Left: Collarenebri in northwestern New South Wales.



The Phantom III, 3AX49, from 1936 of Anthony James has recently had some body repair work completed by Creative Customs in Dromana. This company does excellent work in all facets of restoration and custom work whether it be repairs or concours quality restoration.

New Members

Ian Berg

Stephen De Bono and Danielle Harland are from Leura in New South Wales and joined the Club last year. Pictured is their superb Phantom III, chassis 3CM45 from 1937. A Phantom III is certainly an impressive car, and we welcome Stephen and Danielle into the Club.

Nick Hubbard and Nastassja Regan own GFN2, a 20hp from 1928, which was previously owned by Nick's father. Nick and Nastassja are from Bentley Park in Queensland and are pictured in Trinity Park, Cairns, on their wedding day last September.

We welcome Wayne and Gail Crawford from Perth who acquired the restored chassis Phantom II, 18MY, from Malcolm Richardson. This too will be an impressive car once completed - see separate article on page 5.

John and Katrina Scott from Penrith have also joined and they own the 20hp chassis 73A4 from 1923. This delightful Twenty was owned by John's father.

Mark Glanville recently purchased the running chassis of New Phantom number 67RF, and we welcome Mark and Barbara, who live in Penrith, into the Club.

And to top it off, Brian and Kimberly Goodall from Queensland who own the New Phantom chassis 117MC from 1925 have also joined. A very interesting car with original and rare WC & RC Atcherley coachwork.



Mark and Barbara Glanville's Phantom I project.



Above & Below: John and Katrina Scott's Windovers bodied Twenty.





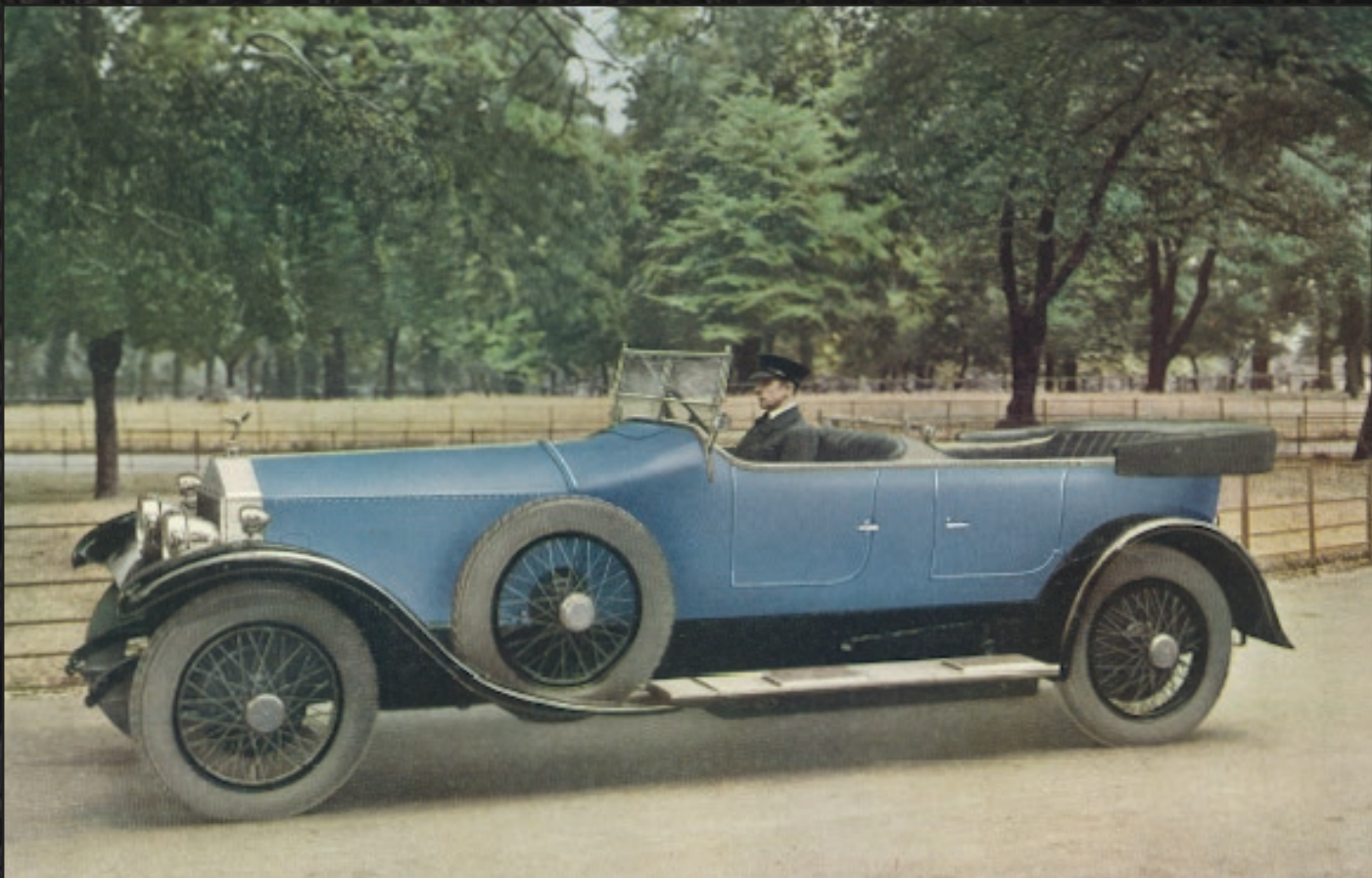
Brian and Kimberly Goodall's Phantom I. See also page 10.



Nick and Nastassja with their Twenty on their wedding day.



The Phantom III of Stephen De Bono and Danielle Harland.



The Rolls-Royce 'New Phantom' was introduced in May of 1925 and announced as a replacement for the Silver Ghost. Interestingly, this was the first official reference by the company to its predecessor as the 'Silver Ghost', all other references having been to the model as the '40/50hp'. The illustrations above are from a catalogue released for the New Phantom which, this year, is celebrating its centenary. See article page 6.