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ISSUE 25



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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For Sale and Wanted

WANTED

I am seeking assistance in the restoration of my early 20hp chassis (pictured), and am in need of a complete rear axle assembly for an early two-wheel brake 20hp, or a crown wheel and pinion to suit. I have available to swap a complete rear axle assembly which is in good order for a later four-wheel brake 20hp model. Please see if you can help me get one more on the road!

Please call Steve Wasley: 0488 407 848.



Front Cover:

Andrew and Margaret Bayleys's New Phantom from 1926 chassis 96LC is pictured in front of High Peak Historic homestead, a magnificent Queen Anne house from 1881 at Neika on the slopes of Mt Wellington. See article on our Tasmanian tour page 8.

Coming Events

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 for details.	Director: Bob Roberts Phone: 0407 002350 Email: bob@robertspv.com.au
July 20, 2025	South Australia Lunch At Pike and Joyce Winery/Restaurant.	Contact: Rory Poland Phone: 0422 163 827 Email: polandonhigh@optusnet.com.au
October 12 - 18, 2025	2025 National Tour, Cleveland Estate, Lancefield The National Tour is being held at the Cleveland Estate Winery (phone 03 5249 9000) in the Macedon Ranges. We have the entire property for the week of the event and most rooms are already reserved. Please contact Rory Poland on 0422 163 827 for general accomodation enquires.	Director: Noel Baker Phone: 0428 597 994 Email: noelfbaker@yahoo.com.au
April 19-23, 2026	Yarrawonga Tour Silverwoods Resort overlooking Lake Mulwala will be our accommodation for this 4-day event in 2026. Details and booking information are to follow.	Director: Greg Wayman Phone: 0402 009 901 Email: greg.wayman13@gmail.com
October 11-17, 2026	2026 National Tour, Red Hill The Lancemore Lindenderry Estate in Red Hill is on the Mornington Peninsula and located 85km from the Melbourne CBD. It will be the headquarters for our 2026 National Rally. Details and booking information will follow.	Director: Ian Berg Phone: 0419 364 427 Email: bergathol@gmail.com Director: Greg Wayman Phone: 0402 009 901 Email: greg.wayman13@gmail.com



Member Alan Maden and son Leigh are in the middle of the Paris to Peking rally, the commemorative run which celebrates the original race that was held in 1907. You may recall Alan ran a 1975 Silver Shadow in the 2019 event.

For 2025 he is taking, not a Rolls-Royce, but a 1917 American LaFrance speedster which is the oldest car entered in the rally.

We hope to cover their experiences in a future edition of the Gazette and wish Alan and Leigh good luck on this extraordinary 15,000km adventure. You can find more information on <https://www.hero-era.com/rallies/2025/05/peking-to-paris-2025>

Chairman's Report

As I write this, it's been a busy day for the Rolls-Royce marque for me, spending the morning assisting (or hindering) the mechanic in the rebuild of 3CM157, then rushing home for a 20-Ghost Committee meeting via Zoom during which Ian Berg reminded me that he was in the final stages of preparing his latest *20-Ghost Gazette* and would I be kind enough to write a Chairman's Report? Strike whilst the iron is hot is usually a good mantra!

It's a great Club, the Committee works well, the events are well curated and the communication within the Club is excellent. It's little wonder therefore, that our numbers are slowly but steadily increasing.

Speaking as we were, about well curated events, even though it will be covered in depth elsewhere in this *Gazette* it would be remiss of me not to mention what a sterling job Andrew and Marg Bayley did recently with our Tasmanian Rally. It was just exceptional, great fun and Andrew and Marg had done enormous preparation to ensure that everything went faultlessly. I certainly felt privileged to be a part of such a special event in such a uniquely beautiful Island. You just know it's going to be a fun time when the security guard on the *Spirit of Tasmania* seeks out our group as we were dining having left Geelong to wax lyrical about the cars on level five of the ship speaking with obvious knowledge and then goes on to say that yes, he is the proud owner of a Silver Cloud!

The next event for our Club will be the Mudgee tour being organised by Bob Roberts in June, this will be very good if Bob's Hunter Valley Tour last year is anything to judge it by, so if you haven't already registered, please give Bob a call!

The National Tour at Lancefield is well progressed and is in the final stages of planning and a budget will soon be prepared. We are very fortunate to have Noel Baker, a local from the area, with excellent knowledge and contacts preparing this rally for us. It promises to be extremely good. Please don't worry either because we have listened to the feedback following Wagga Wagga, all those expensive invoices from tailors and dressmakers to have garments altered, and there will not be as much food!!

Looking even further ahead we are planning a Yarrowonga Tour in April next year and I'm very hopeful that we will be able to hold a number a smaller State (and Territory) based events next year. Here in South Australia, I'm keen to run a three-day event probably in McLaren Vale. As I write this it is a week before the Federal Rally of the RROCA in Newcastle and depending on discussions which occur at the Director's Meeting, there is the possibility that there might not be a Federal Rally of the RROCA next year. We need to keep driving our cars so this could be an excellent opportunity to do a bit more with the 20-Ghost Club. I'm always conscious too of the tyranny of distance, especially for our members in the Sunshine State and in the West to attend our Club events and it would be an excellent opportunity to have perhaps some smaller 20-Ghost events based in each of these States.

The good news with my Phantom III is that, as of today, the heads are back on both the A bank and the B bank, the rocker covers are back on and it's beginning to look more and more like some sort of impressive engine!

As always please stay well and keep driving those beautiful cars.

Michael Henningsen, Chairman

Editorial

Tasmania is a great place to visit in Autumn and we had a superbly organized and enjoyable tour courtesy of Andrew and Marg Bayley. Andrew is so well networked in the Apple Isle that we were able to visit places that many people do not get the opportunity to see. Thanks to John Rowney for his full report on the tour and, of course, some fabulous photography by Murray Stack and Mick Matheson. Also, thanks to Max Cuyper for his contribution to the *Gazette* about his collection and to David Davis for his reminiscences about York Motors. Max is a serious collector of some of the small horsepower Rolls-Royces, but he has also collected numerous scale models of the marque and set them up in a purpose-built building. It just shows how diverse the interests of our members are, and how deep the knowledge base is within the membership. Please, tell us more of your stories! If you do not feel confident as a writer, don't worry, as I am happy to polish up what you send in.

We will have some international recognition. *Rolls-Royce & Bentley Driver* is a magazine dedicated to, unsurprisingly, Rolls-Royce and Bentley cars. It is published in the UK but distributed world-wide. Our recent Tasmanian tour is to be covered in the July/August issue, authored by Richard Holdsworth with details provided by me and pictures from Mick Matheson and Murray Stack. The editor of *Rolls-Royce & Bentley*, Paul Guinness, advises he is always pleased to publish good stories of Australian Rolls-Royce cars and their owners where possible, and I am assured there will be more to come. No doubt, many members reading this will already be subscribers to this magazine, but more magazine sales will mean more support for us in Australia! If you are interested go to the website shop <https://shop.kelsey.co.uk/home>

Ian Berg, Editor

Rolls-Royce Cars Which Spent Time in East Africa

Sir John Stuttard

A new book from the 20-Ghost Club

Before the advent of the Series 1 Land Rover in 1948, the perfect motor car for daily use in British East Africa was the Rolls-Royce. With its robust chassis, strong springs and shock absorbers, and with a high lift off the ground, a Rolls-Royce was at ease on farm tracks and dusty metalled roads as it was on one of the few highways and on the streets of Nairobi, Dar es Salaam or Kampala. Whether acting as transport for a visiting British Prince, or taking the children to school, or milk to market, or acting as a safari wagon, the Rolls-Royce was reliable, easy to maintain and never (or rarely ever) lets you down. This book, a monumental work of 300 pages with almost 600 illustrations, describes the 77 pre-WWII Rolls-Royce cars which spent time in East Africa. It is a collector's item which will be acquired by those interested in the marque and in the history of East Africa – from the 19th century explorers and missionaries to the heady life of the 'Happy Valley' set of the Kenyan Highlands and colonial life in British East Africa. The book will be published by The 20-Ghost Club in early May 2025. Copies can be ordered through the club, with net sales proceeds accruing to The Sir Henry Royce Memorial Foundation, custodian of the original Rolls-Royce records. The book will be priced at £70 per copy + postage. Postage rates will vary depending on destination, as described at the end of this article.

Prompted by the wellknown author, Tom Clarke, and working with Wayne Kennerley, who had catalogued Rolls-Royce motor cars in Africa, Sir John Stuttard and Roger Tanner have produced an illustrated record of 77 Rolls-Royce motor cars in East Africa. A staggering 75% are still with us, an extraordinary survival rate considering the conditions. Some were used for ceremonies and for visiting dignitaries.

Other Rolls-Royce motor cars led a more adventurous life on farms and on safaris and as armoured or military vehicles in WWI, fighting the Germans in Africa.

Roger Tanner has lived and worked in Kenya for over 55 years and started a company, Vintage Restorations, which breathed new life into Rolls-Royce cars. The collection of illustrations in the book forms an extraordinary record of these cars and of the people who owned them. Starting with the 19th century exploration for the source of the River Nile, the book charts the early history of colonial life and the advent of motor cars in East Africa. It explains why so many Rolls-Royce motor cars went to East Africa and how they survived, were maintained and restored, and are enjoyed today by members of The 20-Ghost Club, RREC, RROC, RROCA and the SGA – giving much pleasure, after their time in East Africa.

Copies of *Rolls-Royce in East Africa* can be ordered by writing to Sir John Stuttard (johnstuttard@btinternet.com) – giving name and postal address - with funds simultaneously paid to the club. If you're paying from Australia, please use PayPal: pay20g@outlook.com.

Price, including postage to an Australian address, is £97 and please e-mail Steve Wilks (rslwilks@gmail.com) and John Stuttard when you have transferred funds.



Chassis 24UK - photo from Roger Tanner.



Chassis 60ZG in Kenya - photo from Tom Clarke.

Rolls-Royce in East Africa



John Stuttard and Roger Tanner

Valē David Jones

David Berthon

As a motoring journalist and classic car enthusiast, I consider myself lucky over the years to have met many prominent car collectors with a wide range of motoring interests. The reasons for collecting cars vary considerably – some just like a specific marque, some just like to drive them, some just like to show them, others like to race or rally them, and others treat them purely as an investment.

Rarely did you come across a true enthusiast, an all-rounder, like David Jones. For the last 65 years or so David enjoyed a wonderful array of unique collector cars of all ages. A collector who had such an enthusiasm, knowledge and feel for car collecting and for their preparation, presentation, and enjoyment. Some who knew him well would suggest it was just a product of the way David Jones AO OBE KtSJ attacked both his personal and business life. And along with his beloved Diana showing an enthusiasm for life, family, business, sport, clubs, and in everything they touched.

I first met David in 1970 as a competitor during Australia's first International Veteran and Vintage Motor Rally between Sydney and Melbourne. By then David had been an active car enthusiast for over ten years, a Secretary of the Victorian branch of the Rolls-Royce Owner's Club of Australia and a local member of the Veteran Car Club of Australia and the Vintage Driver's Club.

His first car was a second-hand MGTF. Ironically, in his motor garage he still had a three-time class-winning concours example. When you studied the impressive cars in his Richmond garage it was easy to see his main interest centred on the products of Sir Henry Royce. Understandable, for David was not only a former Federal President of the Rolls-Royce Owners Club of Australia, and indeed an Honorary Life Member, but also, a Founding Chairman of Trustees of the Sir Henry Royce Foundation in Australia.

His deep knowledge of the marque was well known amongst enthusiasts worldwide, so much so much so that when Rolls-Royce Motors sent out their prized 1907 Silver Ghost, AX201, for Melbourne Motor Show in 1986, David was entrusted with its collection from the dock. His first Rolls-Royce, a 1933 Phantom II limousine, was purchased in 1961. At one time owned by Sir Norman Brooks, the well-known Davis Cup tennis player. But what fired David's early passion for the marque was a 1920 Rolls-Royce Silver Ghost 15CW he'd found in one of his neighbour's garages in the early 1960's.

At the time he lived behind the extensive 5½-acre Nareeb estate on Kooyong Road in Toorak. The owner of Nareeb, Miss Gertrude Simmons, had put the superbly original low-mileage Rolls-Royce tourer on blocks some 25 years before. Because of family ties she would not sell the car although David was allowed to work on it from time to time, finally acquiring it at the Estate auction in 1965 on her passing. With less than 37,000 miles traveled and retaining its original tools and

accessories the car was fully restored, winning several State and Federal Concours Trophies.

In 1972, in partnership with Rob Griffiths, David would purchase his next Rolls-Royce - a very original 1913 Silver Ghost chassis. The duo would organise a complete professional rebuild and new tourer body in the UK a short time later. As a result, a few years later, the 'Nareeb Ghost' was sold to an enthusiast in the Channel Islands, a move that David would later regret. However, some 22 years later in 1997 he managed to buy the coveted Rolls-Royce back, fully restoring it again and resplendent in 'French Grey without lines', as requested on the original order form, it would win further major awards including the overall Concours at the 2002 Coffs Harbour Rolls-Royce Federal Rally. Affectionately referred to as 'Alice' it was a firm favourite with David and Diana and in 2003 they took part in the 90th anniversary Austrian Alpine Celebration Tour completing a trouble-free run.

Always looking to improve his Rolls-Royce collection David would part with the 1913 Silver Ghost Tourer replacing it with an earlier 1912 Silver Ghost "London to Edinburgh" type with torpedo body, and again later would acquire a superb 1912 Silver Ghost with open-drive Limousine coachwork restored by Eric Rainsford in South Australia - this meticulously detailed Rolls-Royce had taken the coveted first in class trophy at the 29th Pebble Beach Concours d'Elegance in 1979.

In all, David would own at least six pre-war Rolls-Royces and gain over 40 awards with them. Diana was Chairman of the Australian Chapter of the 20-Ghost Club from 2005 to 2007, and David would donate a trophy to the Chapter which is now awarded annually for the most distance covered in events. One early Rolls-Royce which was a Diana favourite was 'Charlotte' a 1928 Rolls-Royce 20hp Barker limousine GKM60 and this much-traveled car would take out the 'Best 20hp' award at the 1999 Rolls-Royce Enthusiasts Club of Great Britain Annual Rally. It then completed a trouble-free tour of Ireland. And today its pleasing to see this car in the hands of daughter Vicki.

But it wasn't just about early Rolls-Royce's, David would also own several pre-war Bentleys, an Alfa Romeo 6C1750, several post war Ferrari's and the fourth 911 Porsche to be delivered by Hamilton's in Melbourne, an Austin Healey 100S roadster and a delightful Austin Seven Top Hat Saloon. And on top of that his garage in Richmond housed an amazing collection of automobile and memorable – an absolute Aladdin's Cave of all things automotive. And of course, his interest in historic racing saw his involvement on the board of the Melbourne Formula One Grand Prix and as Tattersalls Chairman also sponsoring the historic events at Albert Park.

The early Rolls-Royce world, and Melbourne in particular, has lost a real enthusiast, and indeed Australia has lost a true champion bloke. To Peter, Richard and Vicki we send our deepest condolences.



Diana and David participated in many RROC and 20-Ghost events.



The Nareeb Ghost at the RACV Resort in Healesville.



David and Diana with son Peter c1961.



The 20hp, chassis GKM60 from 1928, now belonging to David and Diana's daughter Vicki.

Identified!

Ian Berg

The unknown Silver Ghost pictured in the Autumn edition, and originally photographed in the 1920s at Chateau Yering, the location of the Victorian Christmas lunch, has been identified. It carries quite unusual coachwork by James Motor Enterprises of Melbourne.

What is of great interest is that the car survives and is still owned by the original family, albeit not having run for some years.

The car was sold new to Dr AE Syme of Lilydale, Victoria in 1922 and is currently in the custody of Richard Cust, a descendent of the Syme family. With thanks to Nick Lang, Ian Irwin and Tom Clarke for confirming the identity of the car. The top photograph is from *Silver Ghosts of Australia and New Zealand* by Ian Irwin. We hope to run a feature on this wonderful piece of Rolls-Royce history in a future edition of the *Gazette*.



The original photograph, as seen at Chateau Yering.

20-Ghost Club Tour of Tasmania 2025

John Rowney with photos by Murray Stack, Mick Matheson and John Rowney.

The charm of classic elegance meeting the stunning landscapes of Tasmania. In 2025, once again the Club made this a reality, crafting an unforgettable tour for members, partners and guests.

The Challenge: Arranging a tour for 25 pre-war Rolls-Royces around Tasmania in 2025.

The Arrangers: Andrew and Marg Bayley.

How it was done: Spend two years organising, researching, testing and touring around Tasmania then putting together a program which was quickly filled by enthusiastic 20-Ghost Club members.

The outcome: An extremely satisfied group of members plus guests enjoying the time of their lives as they all tootled around Tasmania enjoying the companionship, the cars, the drives, the sights, the wine and the fabulous food.

Off the blocks, with a couple of false starts

The enthusiastic group gathered at the Geelong terminal on Monday afternoon 3 March and boarded the *Spirit of Tasmania* without much trouble. As usual there were a couple of failures to proceed, but everyone made the trip despite a couple of cars not making it.

Bob Roberts in his 1930 20/25, GTR5, had to watch as his vehicle was put on the back of a truck in Holbrook, and continued on as a passenger with John Witts and Bob Ole in John's 1936 20/25, GBK26 and also with John and Liz Milverton in their 1933 20/25 GHA11.

Robert and Anne Banks-Smith were purring along after leaving their Melbourne home in their 1922 Silver Ghost, 6PG, when an ear-splitting noise suddenly erupted. After getting off the motorway at the Punt Rd exit, they had to put 6PG on a truck and send it off to the car hospital for care and attention. (No ramping there). They quickly got home and repacked their modern vehicle and just made it in time for the ferry boarding.

Once on board the *Spirit of Tasmania*, everyone settled in for dinner at the bistro and bar and continued on with conversations begun earlier at the wharf, before retiring for a smooth passage to Devonport overnight.

Back on Dry Land

All the vehicles off the ferry met up in a nearby carpark and were greeted with our wonderful organisers, Marg and Andrew Bayley. We then headed off to the welcome breakfast on Windows on Westella. The farmers' breakfast was a most filling and enjoyable start to the

day and we headed off through Penguin and Burnie and onwards through winding roads and great scenery, stopping for lunch at Tullah Lakeside Lodge with a beautiful outlook over the Lake.

One of our Tasmanian members, Peter Broun didn't arrive in his 1923 20hp GA12 with his guest Peter Morse as planned. GA12 was laid up with a cracked head, so the two Peters joined us in a faithful ute for most of the trip, although they did interrupt their tour for a couple of days by going home to try to fix the car's problem – however to no avail, and a long-term repair will be necessary.

Most people took the short detour to the old mining town of Zeehan, where a few enthusiasts visited the West Coast Heritage Centre and enjoyed the history and artifacts on display at this museum. Some of the Zeehanese enjoyed looking at the cars, and there was a write-up of part of our group's initial travels in the local rag, the *Western Echo*.

We checked in at the Strahan Village motel and enjoyed canapes and drinks on with a great view over the harbour, before settling in for dinner at the View 42 Deg restaurant.

Return to the Water

The next morning, we hopped aboard the Gordon River World Heritage Cruise catamaran which took us out to the entrance of Macquarie Harbour, called Hells Gate, then past the controversial salmon pens to the old former penal settlement on Sarah Island. Guides gave us in depth stories of the cruel times of this relatively short-lived jail which was in operation from 1822 to 1833.



About to disembark the *Spirit of Tasmania* at Devonport.



The car park at Westella where we met for breakfast, straight from the *Spirit of Tasmania* at Devonport.



David Yaxley dropped by to see us at Westella with his outstanding Phantom II Park Ward Saloon, chassis 24SK, from 1934.



Our first dinner at Stahan. Pictured from left are Anne Banks-Smith, Chris Stack, Sue Berg, Jane Gardiner, Sue Blenkhorn, Susan Chung, Maureen Gannon and Pamela Rowney.

We then sailed on to the World Heritage area where an illuminating talk on the trees, other plants and animals was given as we walked around the board walk under the forest canopy.

Upon returning to Strahan, we watched a demonstration of the sawing of a large log of Huon pine using a saw system which dated back 130 years. With a free night, people spread out to village's restaurants for more food and liquid refreshment.

A Rail Journey for Variety

Starting the day's journey with a glass of bubbly and some canapes was our introduction to the Heritage Diesel Train journey to the Iron Bridge at Teepookana, then disembarking at the Lower Landing Station on the King River. A thoroughly enjoyable trip by rail through the forest, eventually having a short, guided nature walk at our destination before heading back to Strahan. Our appetites were satisfied with a bonza buffet back at the hotel at the View 42 Deg restaurant. Peter Broun brought along a basket of delicious apples after his unproductive trip back home to attempt to get GA12 going again. Needless to say, the freshest and juiciest apples you could ever imagine were a hit with those lucky enough to grab some.

A trek from Strahan to Hobart

After breakfast on 7 March, we commenced our nearly 300km trek from Strahan to Hobart. Along the way many stopped to look at the sites at Queenstown, including the Railway Station. Just out of Queenstown, some of us paused on the windy climb up the somewhat desolated hills to a lookout, where we ran into (not with our cars) the noted Senator from Tasmania, Jackie Lambie, who, in her very visible yellow vehicle, was on her way to spread good news (?) about herself in western Tasmanian towns.

Some cars stopped for a well-earned lunch at the Derwent Bridge Hotel before everyone visited The Wall. Many of us had never heard of The Wall, and didn't know what to expect when we rolled up to the crowded parking areas outside what looked like a huge warehouse. What a surprise when we walked in and saw the fascinating 100 metres of carvings on the wooden wall. This is one of the most spectacular displays of sculpture anyone can see in the world – one place that is a MUST to see when you are in Tasmania. Unfortunately, photographs are not permitted to be taken inside, but some of us purchased the comprehensive book on this unforgettable display.

As we continued the trip to our hotel in Hobart, Rod and Bambi Hanson, in their 1924 20hp GAK76, had experienced a Failure-To-Proceed about 100 km out of Strahan, but limped on to Ouse. Neil Walker rendered assistance, and the car managed to continue towards Hobart. The last part of the trip for GAK46 was rather onerous, with the car not relishing any inclines.

There is nothing like a good walk before dinner, so, after checking into the Grand Chancellor Hotel and sorting ourselves out, we ventured uphill through Hobart town to lob at the Astor Grill. A fine meal was had by all, and the easier walk downhill home was appreciated by those walking.



Arriving at Strahan are the Humphries in their Wraith along with the Matheson Silver Ghost.



Aboard the World Heritage Cruise at Strahan.



The ruins on Sarah Island which housed Tasmania's first penal station established in 1822.



Greg Wayman's Phantom I at Regatta Point Railway Station, Strahan.



On the West Coast Wilderness Railway.



The Chung's Wraith overlooking Queenstown.



John Witts clearly enjoying his first rally in the oily-rag 20/25.



Jackie Lambie and Pamela Rowney at the lookout above Queenstown.



Rory Poland's 25/30 at Strahan.



The Hanson 20hp overlooking Queenstown.



Noel and Janice Baker with the 20hp on way to Hobart.



Relaxing in the sun in the carpark at The Wall.

A Few Additional Car Problems Along the Way

Rod and Bambi Hanson's GAK76 was the centre of attraction in the carpark at the Grand Chancellor in Hobart, with many members pitching in and offering help and advice, particularly Noel Baker and Neil Walker. Despite lots of checks and changes, even relatively modest inclines continued to be a problem for the car, and eventually a truck had to be used to get GAK76 to Devenport from Hobart, despite everyone's efforts.

Trevor and Judy Eastwood's 1931 Phantom II 19JS was running rather rough at times, and Trevor replaced a coil while in Hobart. Many ideas and assistance were available as Trevor successfully replaced the coil. For a little sideline, his front window winders failed to work, and Trevor swapped them over with the rear winders.

On the road from Strahan to Hobart, John and Wendy Wagstaff's 1924 Silver Ghost 32LM had the misfortune to have their right external rear vision mirror fall off, unbeknown to them. Luckily another motorist noticed the incident and chased 32LM and let them know what had happened. John recovered the mirror, but a support arm was broken. In Hobart, John managed to swap the near-side external mirror into the off-side position, which gave him a reliable view of following traffic. The damaged mirror was in a repairable state, and it should be fixed after the car's return to the mainland.

Bruce and Mary Humphries' 1939 Wraith WHC36 ended up with a rather large water leak, later diagnosed as a blown head gasket, on the way back from Hobart to Launceston. Eventually, the car had to enjoy a couple of rides on the back of tray trucks to eventually arrive at a Melbourne Rolls-Royce repairer.

John and Liz Milverton had a flat tyre on GHA11 in Launceston due to damaged vulcanised rubber seal around the brass valve. Peter Broun and Peter Morse used their ute to get the tyre to a repairer where John's spare tube was fitted, and everything was back to normal.

An Easy Morning, Good Prospects and an Unusual Dinner

With a free morning on Saturday, there was lots to see in and around Hobart, with many taking in the extremely crowded Salamanca Markets. Two huge cruise ships docked in the nearby harbour certainly ensured that it was difficult to move around the display of varied goodies for sale in the market as the cruise passengers swamped most of Hobart's interesting places.

In the afternoon we were off to Prospect House in Richmond where John Pooley gave us a very informative tour of the well restored house, and later we drove the short distance to Pooley's Vineyard for dinner and wine tasting. We tasted four wines and settled into a huge variety of pizzas cooked on site, followed by a dessert of apple crumble which was baked on the pizza base – a divine taste sensation with cream. A most unusual meal but well endorsed by the hungry throng. This was a relatively early dinner, and we managed to get home to the hotel before the sun finally set.



Andrew Bayley's Silver Ghost, chassis 106AG from 1921, at Prospect House. Andrew participated with three of his cars on the tour.



The group tour of Prospect House.



There was plenty of chatting in the carpark of Prospect House.



John and Pam Rowney arrive in the Wraith.



Julian and Cheryl Walter arrive in the Phantom II.



Pooley's Vinyard where we enjoyed a pizza dinner and wine-tasting.

A Hill Drive, a High Peak and Something Fishy

Sunday morning arrived, and after the normal filling buffet breakfast at the Grand Chancellor Hotel, most of us dutifully followed the detailed instructions to drive out through Hobart's extremities past the historic Cascade Brewery. What a nuisance it was that we couldn't do a tour of this fine establishment! The drive via the winding uphill roads was most enjoyable and we finally reached the turnoff to the High Peak Historic Home owned by Jim and Annabell Grant. This is a unique house set in magnificent gardens in a sensational position on a hill. The house itself has been in the Grant family since it was built in 1888 and we were privileged to be given a real insight to the history of the house by Jim and Annabell. Who can forget the scones, jam and cream provided for our hungry(?) group as we chatted with the owners and perused this wonderful feature of Tasmania's history.

Back into our chariots we went, and off for a further drive, back through a more direct route through Hobart until we assembled at the Salmon Ponds, which was established in 1861 as the oldest trout hatchery in the Southern Hemisphere. This was the birthplace of trout in Australia. All of us enjoyed the fine lunch and wandered around the ponds with the various examples of trout bred here, as well as the well-stocked trout fishing museum. Most of us were amazed to see the large school of albino rainbow trout. Who knows how these weirdo fish survive and breed?



An aerial view at High Peak Homestead. Mick Matheson used his drone to good effect with numerous aerial photographs.



The Salmon Farm carpark.



Parking at High Peak Homestead.



Neil and Glenys Walker's Silver Ghost arriving at the Salmon Farm.



The Stack's 25/30 and Ben Stafford's Phantom I.



Michael and Maureen Gannon at Mt Wellington.

Back to Hobart, and, after a short rest, we clambered onto the reliable bus to the Don Camillo Restaurant. An excellent repast, good wine and conversation ensued, before the sleepy throng were bussed back to the hotel for a well-earned night's sleep.

Apples, Heights, Views and Great Drives

Monday 12 April arrived, and we were off again, this time for a delightful drive to Mt Wellington to see the views, followed by lunch at Willie Smiths Apple Shed a very informative visit to Hansen's apple shed. This was topped off by another enjoyable drive home through the Huon Valley.

The dinner was at the Home Hill Vineyard for good wines, food and animated conversations which ended all too soon before heading off in the bus to the hotel for another restful night.

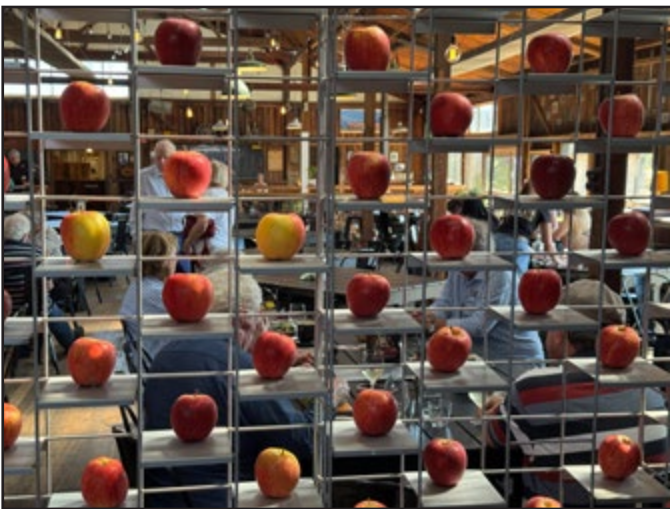
Off to Launceston

After another buffet breakfast at the Grand Chancellor, we started our trip back north. Some had little unexpected side journeys. If you get to a sign saying, 'No Through Road', it kinda drops the hint you have misread the instructions or have made a silly mistake. Despite the odd navigational problems, we all made it through to Oatlands for morning tea and a wander around the oldest Georgian village in Australia. Onwards to Ross, where most tackled a variety of lunches or snacks and again perused the delightful old buildings.

Our journey then took us through Campbell Town, Cressy and Longford to the new Peppers Silos Hotel in Launceston. The hotel is built around old grain silos, and some rooms still had the odd grains of wheat embedded in the walls. An easy night saw us dine at the hotel after drinks in the outdoor area. A few stayers lingered well after 10 pm to ensure all the wine was finished with not a drop left for a staff tippie afterwards.



The Phantom II of the Eastwoods and the Milverton 20/25 on the slopes of Mt Wellington.



Apples on display at Willie Smiths Apple Shed.



The Akhurst Silver Ghost in front of apple pallets at Hansen Orchards.



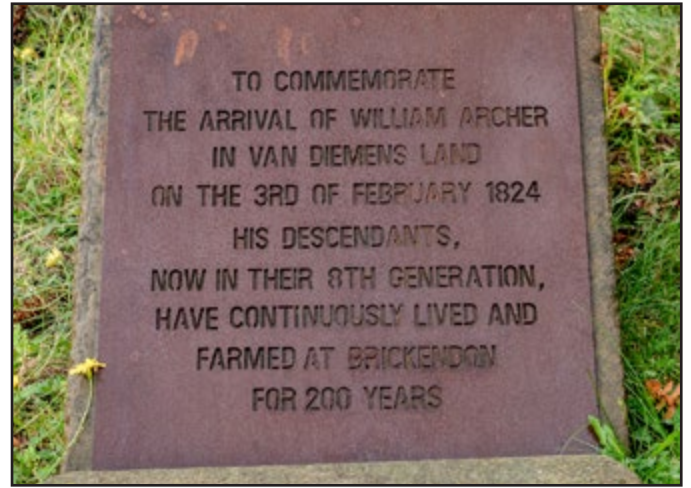
Our tour of the Hansen Orchards and processing facility, a family business going back four generations.



At the Home Hill Vinyard outside Hobart where we had a dinner.



Murray and Christine Stack's 25/30 at the Ross Bridge Post Office.



The sign at Archer farm says it all.



The Farm tour Brickendon World Heritage site.



The Wagstaff ute in front of an appropriate period building.



We had a very informative tour of Waverley Woolen Mills which has been in operation for 150 years on the banks of Distillery Creek in Launceston.



The lineup from above at Exeter Show Grounds



Smile everybody! A group photo at the Exeter Show Grounds.



A Seahorse at Sea Horse World.



The Milverton's 20/25 at the Platypus House.

Wool, Penny Farthings and the Brickendon World Heritage site

We were all fascinated on Wednesday with a trip to the Waverley Woollen Mill which is the only woollen mill in Australia. We then blasted our way to Evandale, the penny-farthing capital of Australia and checked out another delightful village with plenty of antiques and handicrafts for sale.

We then pressed on to the Brickendon World Heritage site where initially a good straightforward lunch of sandwiches and slices was most welcome after initially being greeted on arrival with an unexpected downpour of rain. The farm estate which we toured, has been under the control of the Archer family for 201 years. This was a fascinating insight to an original convict-built estate with many of the 1820s buildings still standing.

After a short rest back at the hotel, we boarded a bus for a short ride into the CBD where we indulged in a great variety of nosh and vino at Stelo at Pierres restaurant.

The Tamar, Photo Shoot, Seahorses and Platypus

Thursday morning saw us follow the East Tamar Hwy to the Exeter Show Ground for the compulsory photo shoot followed by a home-prepared extensive lunchtime buffet at the Exeter RSL Bowls Club. Nothing like good simple food preparation after days of high fare at the variety of restaurants we visited!

Most visited the working seahorse farm, Sea Horse World, where we stepped into a working display few of us were aware of. We then followed up with a guided tour of the Platypus House where the platypus entertained us, and the hungry echidnas scurried around our feet and gobbled up their specially prepared food.

We gathered for another fine dinner at the Silos restaurant after our rather busy day.



Michael Henningsen thanks our Tour Directors Andrew and Marg Bayley at our rally dinner at the Silo Hotel.



John Rowney and Ben Stafford inspecting the extraordinary Napier at McKaige residence at Carrick.



The Matheson Silver Ghost arrives at Westella car park for our farewell dinner before departure to Devonport.



The streets of Spreyton are famous for their spectacular murals.



Bob Roberts driving Richard Shenfield's 25/30 heading back towards the Devonport ferry terminal.



The four 20/25s (in the year 2025!) at Westella. From left are the cars of John Witts, Peter Jordan-Hill, John Milverton and Ian Berg.

A Final Trek, and All Aboard

Our last day in Tasmania, Friday 14 March saw us leave Launceston and head to Chester and Sally McKaige's classic car collection and extensive gardens at Carrick. With a fascinating display of old automobiles and motorcycles, model trains etc, everyone enjoyed chatting with long-term motoring enthusiasts Chester and Sally, while we enjoyed a fine morning tea. Sally has firm ideas that Chester will not be adding to his collection in future, but was there a hint that Chester had a slightly different opinion?

Bob Roberts graciously drove Richard Shenfield's 1938 25/30 GZR4 back from Launceston to Melbourne after Richard had to return urgently home by air.

Onwards to Deloraine for lunch at the various cafes, then an almost compulsory stop at Chudleigh for an interesting experience - many of us enjoyed one or two of the delicious honey ice-creams available at the Melita Honey Farm. A non-descript old wooden shed near the Honey Farm was identified by the new owner as being the site of a Rolls-Royce specialist's workshop for several decades after the Second World War. This was the main centre of Rolls-Royce service for many of the northern Tasmanian Rolls-Royce enthusiasts.

Sheffield was the next stop and we enjoyed seeing and discussing the large murals at the Mural Park.

Eventually we returned to Windows on Westella, the site of our first repast when we arrived in Tasmania 11 days previously. Farewell drinks and dinner were enjoyed by all, and fond farewells and especially thanks were given to our fabulous organisers, Margaret and Andrew Bayley. They were enthusiastically recognised for a tour that would never be forgotten.

The last few miles led us to the port and a bit of a delay due to the late arrival of the *Spirit of Tasmania*, enabled a lot of mingling amongst all the intrepid travellers as all our cars waited in line for embarkation. Most of us enjoyed a drink on board, before a smooth night's sailing to Geelong and dispersion to our various homes.

Even the trips home on the mainland were not completely without a problem. John and Pamela Rowney's 1938 Wraith WXA68, had the temerity to require finishing the last 400 km on the back of a truck to the Gold Coast, with the near side front brake sustaining damage after a nut came loose in the hub which caused a bit of mayhem.

What a Tour That Was!

Despite the more than expected mechanical glitches to some of the cars, the 2025 Tasmanian Tour was thoroughly enjoyable – in no small measure due to the meticulous preparation of Marg and Andrew Bayley. A resounding 'thank you' to them.

The daily trips to various historical and natural wonders were just fabulous, and the longer trips were great combinations of interesting, challenging and scenic delights. The camaraderie of the group was exceptional with many pitching in where a hand (or spare part or tool) was needed without hesitation.

When is the next tour??

Our Tour Participants

Name	Model	Year	Chassis	State
Akhurst, Adrian & Diana Provis	Silver Ghost	1921	76JG	South Australia
Baker, Noel & Janis	Phantom I	1927	85 RF	Victoria
Banks Smith, Robert & Anne	Modern			Victoria
Bayley, Andrew & Marg	Phantom II	1929	98WJ	Tasmania
Berg, Ian & Sue	20/25	1934	GWE16	Victoria
Blenkhorn, George & Sue	25/30	1936	GGM10	Victoria
Broun, Peter & Peter Morse	20hp	1923	GA12	Tasmania
Chung, James & Susan	Wraith	1939	WEC46	South Australia
Eastwood, Trevor & Judy	Phantom II	1931	19JS	Western Australia
Gannon, Michael & Maureen	Phantom II	1934	80SK	South Australia
Hanson, Rod & Bambi	20hp	1924	GAK76	Victoria
Henningsen, Michael				South Australia
Humphries, Bruce & Mary	Wraith	1939	WHC36	Victoria
Jordan-Hill, Peter	20/25	1934	GYD29	Victoria
Matheson, Mick & Anne Baker & Jane Gardiner	Silver Ghost	1924	64EU	New South Wales
Milverton, John & Elizabeth	20/25	1933	GHA11	New South Wales
Poland, Rory	25/30	1937	GR04	South Australia
Roberts, Bob	20/25	1930	GTR5	New South Wales
Rowney, John & Pamela	Wraith	1938	WXA68	Queensland
Shenfield, Richard	25/30	1938	GZR4	Victoria
Stack, Murray & Christine	25/30	1938	GGR45	Victoria
Stafford, Ben & Kathleen Lakey	Phantom I	1925	21RC	Queensland
Wagstaff, John & Wendy	Silver Ghost	1924	32LM	Queensland
Walker, Neil & Glenys	Silver Ghost	1920	154BW	Victoria
Walter Julian & Cheryl	Phantom II	1933	86PY	Western Australia
Wayman, Greg	Phantom I	1926	60RF	Victoria
Witts, John & Bob Ole	20/25	1936	GBK26	New South Wales



John Witts and Bob Ole in the 20/25 enjoying the delightful touring roads heading up Mount Wellington.

Our 20hp Tasmanian Adventure – March 2025

Rod Hanson

In preparing for our Tassie trip in the trusted GAK76, I recalled an inspiring quote from Fasal's Rolls-Royce TWENTY: 'the whole electrical system is manufactured by Rolls-Royce Company with the first object of reliability, simplicity, and weight in mind.' It was a fitting mantra as I completed my routine pre-trip ritual—fresh sump oil, a thorough oiling of linkages, checks of gearbox and differential oils, and an inspection of our spare ignition parts. A reassuring test drive up the Peninsula's challenging hills confirmed we were ready, or so I thought.

Arriving in Devonport by ferry, we confidently set out on the 250km journey to Strahan. Fresh fuel in Zeehan gave us smooth sailing over the hills into Strahan. After a delightful few days there, we filled up again and eagerly continued towards Hobart.

Our journey started well, with even the steep ascents around Queenstown posing no trouble. However, after a visit to the captivating 'Wall' at Derwent Bridge, the car suddenly struggled. Limping into Ouse, our fortunes changed with the timely arrival of Neil Walker. Neil performed a 'revving and jet-lifting' trick that magically restored our power—fuel contamination from our recent fill-up seemed likely.

Buoyed by Neil's skill, we zipped along for 90 exhilarating kilometres until trouble struck again, this time on the hills near Derwent Valley. We limped into Hobart and sought refuge in the Grand Chancellor's garage, now transformed into a makeshift workshop by our ever-resourceful fellow club members.

Under the dim lights, our team sprang into action—Noel Baker, Peter Jordan-Hill, Richard Shenfield, Murray Stack, and Neil Walker tirelessly swapped coils, rotor buttons, condensers, and distributor caps. A meticulous check with the Multimeter confirmed sparks and power were good. Despite a pristine fuel filter and faultless Autovac, power remained elusive. Noel expertly tuned the carby, smoothing the engine but not fully solving our puzzle. Suspecting faulty spark plugs, we discovered Tassie offered only one replacement plug—far short of our needs, especially with Labour Day looming!

With Devonport unreachable by road, RACT and RACV negotiations led to Noel certifying our car 'undriveable,' initiating an unexpected tow-truck adventure for GAK76 all the way north. Thank you, Noel!

Amid this vehicular drama emerged stories of camaraderie and generosity: Richard Shenfield chauffeured Bambi to Launceston; Greg Wayman patiently stayed behind in Hobart, then kindly drove

me onward, even ferrying us home via Queenscliff; Rob and Anne Banks-Smith generously toured us around Hobart; Ian and Sue Berg, along with John and Liz Milverton, offered memorable day trips; Rory provided crucial online support.

Had we simply packed new NGK AB-6 plugs, we'd lack this unforgettable tale. But then again, we wouldn't have experienced firsthand the incredible support from our remarkable club. What an adventure—and what fantastic friends we've made along the way!

April 2025



Some serious investigations going on in the carpark of the Grand Chancellor Hotel in Hobart.



Above: The spares kit

Left: Spark plugs. How I wish I had taken a spare set of these to Tasmania.



My Big Collection of Small Rolls-Royces

Max Cupyers

I bought my first Rolls-Royce in July 1978 at the age of 28. It was a 1931 20/25 Arthur Mulliner Limousine, GBT41, which I spotted eight years earlier. At the time I kept in contact with the previous owner, who eventually decided to sell the car to me. I still own this car and have used it extensively in Europe and in Australia over the past 47 years. At a very young age (eight years old) I already had an interest in model making.

In those days (late 1950s) paper/cardboard models were the way to go. I collected an entire fleet of ships (scale 1/250) and aircraft. I still have three naval vessels, a Cruiser, a Hermes Class Aircraft Carrier and a Fregat. The rest of the fleet has been consumed by mice.

Around that time plastic model kits were the new thing and, in my teens, my interest shifted to military vehicles, such as tanks, armoured vehicles, trucks, jeeps, howitzers etc. Most of these were made by Revell. It was inevitable that since I now owned a Rolls-Royce, I needed to shift my attention from model making to the brand of my favourite vehicle. My first two plastic models were from Monogram who produced two, scale 1/24, Phantom II kits with Brewster bodies. The next project was a very nice, scale 1/16, Phantom III, with lots of chassis and engine detail.

This was followed by 1/16 scale, 1908 Silver Ghost Balloon Car, which had beautiful wire wheels, where the spokes were made of a black nylon line which was woven around the rims.

This was followed again by a 1/16 scale Phantom II, 3-position drophead, made by Revell. This model had only 165 parts, but still looked very good when it was put together. There was also an early 1906, three-cylinder Rolls-Royce, which looked magnificent, but slowly I ran out of kits to make. In the early 1980's I purchased the two available Pocher kits, but it wasn't until 1988 that I started to work on them. The blue sedanca coupe had 2600 parts and the Star of India had 2900 parts. You must consider that this car had six wheels, with every wheel having 81 spokes plus 81 spoke nipples. Every wheel rim had nine parts and so did the hub. Everything was nicely hidden by wheel discs. Therefore, all together every wheel consisted of approximately 200 parts.

To give every model a realistic look, it is necessary to paint every single part in the appropriate colour and it also should have the correct gloss. When I lived in Europe, I went every year in September to the Autojumble at Beaulieu in the New Forest. In 1982 after my visit to Beaulieu, I made a specific effort to visit the Motor Museum in Stratford upon Avon, to have a good look at the Phantom 2 from the Radjah of Rajkot, the 'Star of India'. In particular, the instrument panel laid in with Saffron drew my attention.



My barn - built to house the model collection.



A Pocher model of an Indian Phantom II.



I wanted to make sure that I would get every detail of my Pocher model correct. Although I purchased this model 43 years ago, it was only a couple of months ago that I finished it. When I ran out of kit models to make, I started to collect ready-made diecast models. In the early years there weren't too many of them. Dinky Toys had only a PII and a PV. Corgi Toys only had a Silver Shadow, but slowly this market expanded.

At the moment I have lost count with the number of models and makes. Most of them are magnificently detailed and absolutely beautiful, but also extremely expensive. A small scale 1/43 model made by Top Marques can set you back \$1200, but there are others like "Oxford" who are also very nice and will only cost you \$60. The price you pay for some of these models are not always in correlation with the detail and quality. Just to name a few makes: Rex Toys, Rio, Western Models, Solido, ABC, Franklin Mint, Mini Champs, Avenue 43, Matrix Scale Models, Classic Models, Norev, and the list goes on and on.

I have tried to keep up but I found out that this is virtually impossible and unaffordable. You start to spend more money on models than I do on vehicles, of which I now have 4 pre-war Rolls-Royces. In my inventory today I counted the following scales and number of models: 1/8 (3), 1/12 (1), 1/16 (5), 1/18 (5), 1/20 (16), 1/24 (14), 1/32 (6), 1/40 (8), 1/43 (129), 1/50 (3), 1/64 and smaller (41). There are also 12 Rolls-Royce kits in a variety of scales, which I haven't touched yet and this includes the third and last Pocher kit The Ambassador. This would bring the total number of models to 243. There are still several models in the mail.



The extraordinary level of detail in many of the models is evidenced by the engine bay in this Phantom I.



This includes also a 1/8 scale kit of a Silver Dawn made by Wespe Models in Romania. I decided to buy this last 1/8 model now, because Wespe Models is stopping the production of their 1/8 scale models. Now I have 3 display cabinets completely filled, with about 50 models, which have not found a place yet. Therefore, I need to buy another display cabinet. It is important that all models are displayed in a space which is 100% dust proof. Once dust has settled on a model it will be almost impossible to remove it. All display cabinets need to have rubber seals.

It is not just the Rolls-Royce models and pre-war Rolls-Royce cars which I collect. Over time I have collected many brass oil cans, brass grease guns, foot pumps, oilers, funnels, hooters, laxons, and any other vintage tool you can think of. To go into detail here would be outside the scope of this article. There is also a collection of books, magazines and posters etc. Because I was running out of space, I have built a dedicated American Barn where I have displayed my collections. I have furnished it with leather sofas, a beer fridge and a pianola, which makes it a very liveable environment.



A Phantom I is in the foreground of this display.



There are many models of the original Silver Ghost, chassis AX-201, and Max has quite a few of them.



Rolls-Royce made three Phantom I Super Sports experimental cars with coachwork by Hooper, Jarvis and Barker. Here is a model of one of them.



There is plenty left for me to assemble.



A selection of 1/43 scale models.



A lineup of pre-Silver Ghost models.



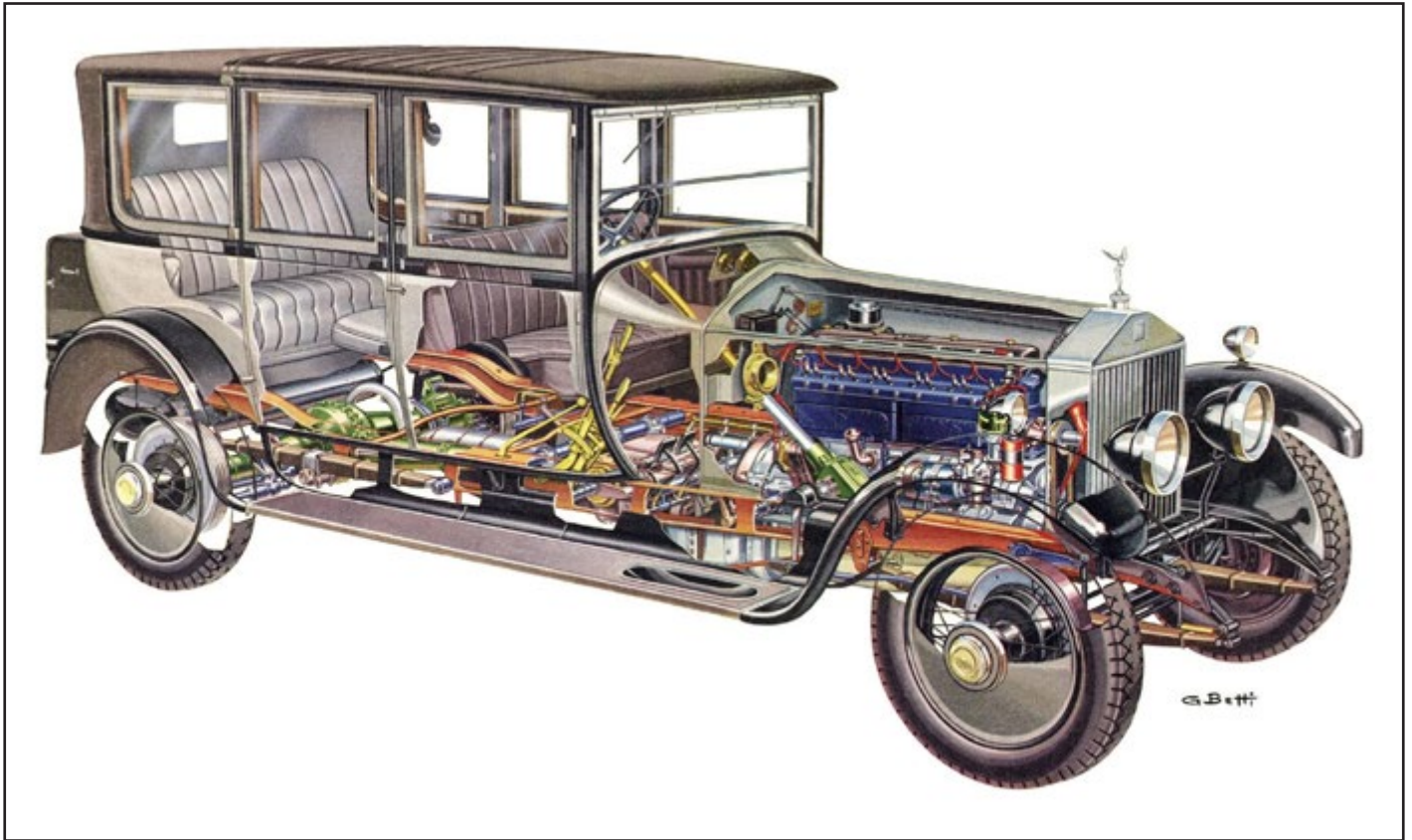
I have numerous display cabinets and need even more.

The New Phantom in Australia (Part Two - 1926)

Ian Berg

Here, as a part of our continuing tribute to the centenary of the New Phantom, we showcase the known Australian survivors from 1926. The Autumn edition of the *Gazette* covered those from 1925, and future editions will cover the later years of the New Phantom. Rolls-Royce chassis 'Off-test' dates have been used for the date of manufacture.

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 and current owners of the cars. Photo credits, when known, are as indicated, or are from the writer's own collection.



A cutaway drawing of a 1926 New Phantom with saloon body by Hooper. The drawing is by Giulio Betti.

96LC Owned and used regularly by Andrew and Magaret Bayley from Tasmania, chassis 96LC was originally bodied by Smith & Waddington as a tourer and sold new in Sydney. It was subsequently rebodied as a sedan c1929 and then again in 1939 to carry the roadster coachwork it has today. This body is thought to have been from a mid-1930s Ford and modified to suit the chassis, possibly by Martin & King, although there is some doubt about who the coachbuilder was. See also cover photo (Photo: c1950 SLV)



111LC Originally 111LC was a Coupe de Ville by Saoutchik, and it arrived in Australia in late 1928. The car was converted into a farm utility in the late 1940s and when restored from a chassis, reproduction boattail coachwork was fitted. The car appeared in Baz Luhrmann's *The Great Gatsby* in 2013. (Photo: SHRF)



44SC Sold new in Melbourne, the car was bodied as a saloon by Arthur Mulliner. In the late 1940s, it was rebodied into a quite appealing Martin & King saloon. The car appeared at RROC (Vic) events in the late 1960s and early 1970s when owned by Val Stocks who was a prolific collector and restorer of Rolls-Royces and veteran cars. Then spending some years in the ACT, it is now in thought to be in Malaysia. (Photo: Val Stocks)



61SC Chassis 61SC carries a very unusual saloon body which was by Waddingtons of Sydney and fitted in the late 1930s. Originally the car was a Windovers Allweather Limousine and arrived in Australia in late 1928. It attended RROC events in the 1980s and 1990s in restored condition and was last known in Queensland. (Photo: SHRF)



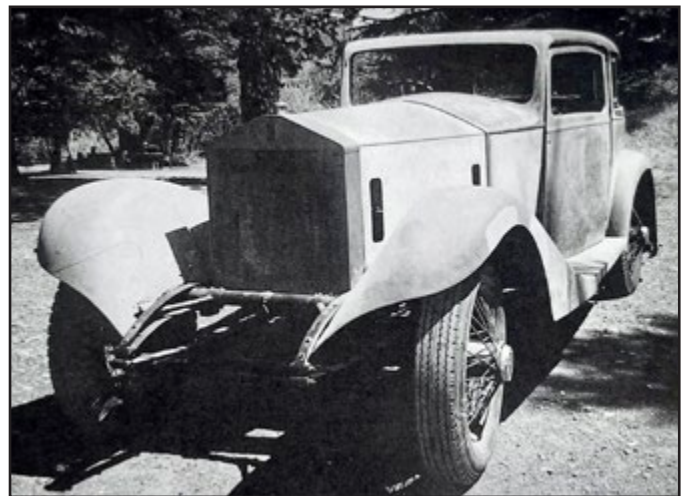
57SC It is rare to find original Barker bodied cars in Australia. Chassis 57SC was in Asia for many years – even participating in a vintage event at the Singapore Grand Prix in 1966. The car came to Australia with the Rawlinson family in 1964 who owned it until 2024. The car has never been restored but is still driveable albeit being rather tatty. It is a seven-seater long wheelbase tourer and retains the Barker dipping head-light mechanism. The dilemma – to restore a car like this or to just preserve it as is and just use it? (Photo: SHRF)

1926

102SC When new, chassis 102SC carried the pictured landaulette body by Salmons and was sold in Sydney. The car is also shown, in 1946, with its later Waddington of Sydney saloon coachwork which was fitted in 1935. In the 1970s, it was restored as a boattail by Rainsford and is currently owned by Andrew Gibson and Natalie Berney in New South Wales. (Photos: Dalton & SHRF)



25DC This was last sold as a 'coupe project car' at a Shannons auction in 2001. It was fitted with a later body reputedly by Martin & King having been imported c1934. The car originally was a Barker Limousine de Ville. It is currently owned by Dave Cordy in New South Wales, now in chassis form only, and does not retain the original engine. (Photo Shannons Catalogue).



68DC When new, Phantom 68DC was fitted with Hooper landaulette coachwork and at one point owned by Dr Daniel Mannix, Archbishop of Melbourne. Like many powerful old cars, in the 1940s, it was converted into a utility. In the 1990s the car was rebodied as a hearse, using the coachwork from a Silver Ghost (chassis 106AG), for Allison Monkhouse Funerals. It has recently been listed for sale by G Beavan Funerals in Bowral, New South Wales. (Photo: G Beavan Funerals)

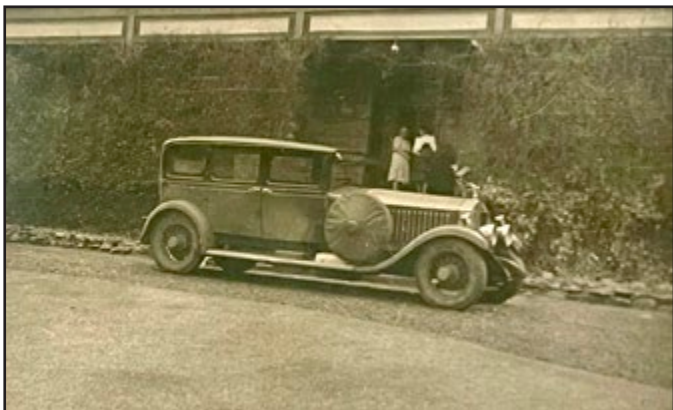


98DC Originally a Hooper tourer, the car carried saloon coachwork in the 1940s. It was restored by George Lucey as a superb replica Brewster tourer with coachwork by Roger Fry in Western Australia and is now owned by Adam Lucey who is in South Australia. See also the car pictured on rear cover. *(Photo: Roger Fry)*



79TC Photographed in Sydney in the 1930s and as it presents today the car is fitted with original Mann Egerton limousine coachwork and was chauffeur driven for its Sydney owner through the 1930s. In the 1940s, the car was donated for ambulance service and the body was modified with the installation of large rear door in the back. It was subsequently restored to the original state although its current whereabouts are not known. *(Photos: Tom Clarke)*

17TC Smith & Waddington fitted a saloon body to the chassis when new. The car was at one time part of the Palfreyman collection and is pictured in 1960. When sold it was rebodied as a very attractive tourer in the late 1960s or 1970s by Williams & Refern in Sydney. It features elaborate timber cabinetry and detail. The car is owned by Keith Berryman in New South Wales and was recently re-restored by Derby Works in Melbourne, gaining a class win at the Sydney Harbour Concours in 2025. *(Photos: Achalen Holmes and Keith Berryman)*



1926

101TC Through the 1950s and 1960s, 101TC was a regular at RROC (Victoria) events. The car is photographed at Como in Melbourne. It carries original Smith & Waddington touring coachwork although the mudguards were modernised at one point



in time. The modifications were subsequently reversed, and the car was exported to the UK in 1996. More recently, it has been on display at the privately owned Rolls-Royce Museum in Donbirn, Austria which features approximately 70 examples of the marque. (Photos: SHRF)



9YC Also still carrying original Smith & Waddington touring coachwork, 9YC was first sold to a Melbourne buyer. Some body modifications were reputedly carried out over the years, however in 1994 it was, for a second time, restored back to its original configuration.

In 1995, 9YC was used by Prince Michael of Kent for his Royal visit to Sydney. The car was subsequently exported, and in 2011 appeared in a RM Sotheby's auction in the UK. (Photos: original photograph by Algernon Darge and provided by Nicholas Lang, SHRF and RM Sotheby's catalogue)





121YC A later import, chassis 121YC was originally a Barker two-seater but is thought to have been rebodied by Martin & King as a saloon and one of several New Phantoms put into service by City Motor Services in Melbourne through 1930s. By the 1950s, in chassis form and pictured, it was owned by Stuart Middlehurst in Warragul who fitted a Kellow-Falkiner touring body from a Minerva. Graeme Simpson acquired the car in 1963 and used it for many years including club events, and it also featured in the TV production 'Carson's Law' in 1982. Graeme put the car up for auction in 2004, and it was bought by a Rolls Royce Museum in Dornbirn, Austria. (Photos: SHRF and Bruce Gardner)



48YC Bodied when new as a touring car, the photograph is an original publicity photo from the coachbuilder. The car retains its original coachwork today and has never been restored or off the road. Owned from new by the grazier and philanthropist LW Thompson, Thompson commissioned the Martin & King coachwork. In 2021, it was purchased by Ian Berg in Melbourne who acquired it from the Beaurepaire family, the second owners. (Photo: album of LW Thompson)



45NC Chassis 45NC was originally a touring car sold new in Melbourne. In the late 1930s it was rebodied by Martin & King as a saloon and carries this coachwork today. Unrestored, but still very solid, the car was for sale at the showroom of Ekberg & Haman in 2015. The current owner and location are not known. (Photo; SHRF)



York Motors – My Reminisces

David Davis



Bert Ward photographed in 1968. (SHRF)

York Motors was the Authorized Agent for Rolls Royce and Bentley cars in Sydney, appointed in 1947. Bert Ward was appointed as Service Manager. Bert joined Rolls-Royce Ltd in Sydney in 1916 and upon appointment of Dalgety's as Sydney Agent, he remained with the successive Sydney Agencies until his retirement in 1967. He was involved with my Twenty, chassis 42G1, from its arrival in Sydney in April 1923, until his retirement. I thought that I ought to put down my memories of York Motors. It is quite possible that my car was the longest serviced of any by York Motors.

I bought the Twenty in 1959 and three weeks later, a piston broke at Breadalbane which was repaired at Lowe's Garage in Goulburn with a new piston supplied by York Motors. Lowe's told me to call at York Motors to have the head tightened which I did about 2 weeks later. At that time the Service Station was in an ancient building in McEvoy Street Waterloo. Bert Ward, the Manager, dismissed me in no uncertain terms, stating that if the head was fitted correctly then it should not need tightening.

A week later, I appeared at the Service Station, telling Bert that I had bought the car with 200 pounds given to me as a 21st Birthday present and that I could not sell it and that I had to find someone to maintain it. Bert then went into a huddle with Don Appleby, his offsider and returned to say that either I had the car repaired properly or drive it over Ben Buckler at Bondi. I chose repair. He set the following conditions: that I did not touch the car mechanically, that I paid my bills on receipt, that I did not buy another car, that I would take the car to the Station when requested and forget it until they rang to collect it. I agreed to those conditions and shortly afterwards, I received the call and waited about three weeks to collect it.

The bill was about 65 pounds. It was not the same car, the increase in power, the better ride, the brakes worked, and the steering was better. Bert was the Boss, so far as the Twenty was concerned, he showed me how to care for and how to drive it. He explained that Rolls-Royces, of any age, are expensive to maintain because of the way they are built. If Ford used 4 bolts, Royce used 18 so Rolls-Royces are very labour intensive. He advised me to join the Club.

In 1964, the engine was overhauled. Bert rang me to attend the Station while he, in a white dust coat, tie and micrometer, examined the parts beautifully laid out on a bench, while an apprentice stood by ready with pencil and paper listing those to be replaced. The crankshaft was ground, and new white metal bearings were scraped and fitted by hand, before assembly.

I was probably the only customer allowed to enter the Workshop to clean the inside of the chassis (filthy) while the engine was out. Once installed, it was run on stands, for a week. Alec Brown did most of that work. Bert arranged complimentary servicing of the Twenty by Dominion Motors in New Zealand while on the 6th International Veteran and Vintage Rally in 1965. Bert suggested Bob Molyneux build the Tourer fitted in 1966 and inspected it on completion. Before he retired in 1967, he told me that the Twenty had promoted the sale of a Shadow, the purchaser telling him that he had seen the Twenty at the Station as well as pottering around town so decided RRs must be OK. Don Appleby became Manager. He took the Twenty to another level and actively supported its full registration when two-wheel brakes became problematical. Alan Lowe followed Don, and he took a keen interest in what was by then, the oldest car regularly serviced.

Before heading to a Federal Rally in Broken Hill in 1989, I rang Alan and said that there seemed to be a noise in the diff and should he look at it to which he replied, yes. I said that he probably would not do anything about it so was it worth bringing the car out? He replied that it was best to bring the car out because I would feel better after he had looked at it.



The mechanics at York Motors in the late 1980s with 42G1. Ralph Appleby, the third generation of his family to attend to 42G1 is on the extreme left, back row, and Andrew Gibson is in the front row.

Following a promotional event, Alan kept a beautiful small RR pen knife for me, which I still have. About that time, I opened the Sydney Morning Herald to see a large picture of the Twenty with the York Motors Apprentices gathered around it. A 'phone call later in the day from William Street Head Office, explained that Yorks had held an Apprentices' Day and had engaged a photographer to record the event. The latest Spirit was to be the centrepiece, but the photographer insisted on the Twenty. The trade-off was a private tour of Crewe when Clare and I were in England the following year.

The Service Station moved several times, from McEvoy Street to Joynton Avenue then to Fountain Street. Every time they moved, I would find yet more Twenty parts in the back when I picked up the car. I ended up with a substantial pile under the house. Now greatly diminished, they have helped keep others on the road. The Business was bought by Suttons and the Station moved to Woolloomooloo. Ralph Appleby in charge, In 1996, the engine needed an overhaul, however 3 weeks before it was due, I crashed the Twenty at Northbridge.

Ralph invited me to Woolloomooloo to talk about repairs, the car sitting up on stands looking very sorry for itself. Clare took one look at it and said, "David, it needs a complete overhaul". Indeed, it did after 30 years of our constant use. It certainly didn't owe us anything. Ralph proposed a joint approach with Yorks' attending to the engine and Brian McMillan attending to the accident damage, including straightening the chassis. Brian's Firm was the Rolls-Royce 'Authorized Coachwork Repairer'.

The car had to be almost completely dismantled so the opportunity was taken to repaint and reupholster it as well. So far as the engine was concerned, Chris Ikin, at York's, assembled the parts through my membership of the RREC, including new block, head and pistons and saw to the freight and duty via Crewe to Sydney resulting in considerable savings. Ralph and Bob Murphy saw to the engine.

The car had 6 trips on a flat top between Woolloomooloo and McMillan's shop at Five Dock as each stage progressed. Completed in 3 months, the car was as new. Suttons surrendered the Agency in about 1998

and Lindsey Fox took it over. Following the sale of Rolls-Royce, Ralph 'phoned to say that he was leaving Fox, to which I replied that I hoped that he was taking the Twenty with him, it being serviced at the time. He replied, "just what I wanted to hear" and hung up.

I did not know where it was for about 10 days when Ralph rang to say that he and the car were at Paradise Garage, which is really a continuation of York Motors. Bob Murphy, who had adopted the Twenty at Yorks, had moved to Paradise too and when he saw Ralph drive the Twenty into the shop, he exclaimed, "My baby's back!" And so, the good times continue at Paradise.

I owe a lot to Bert Ward and the Staff at York Motors. Over those years, I was often asked why I took my Twenty to York Motors. My reply has always been, one gets what one pays for. As Bert remarked to me, so many years ago, RRs are expensive to maintain because of the way they are built. Over 60 years of motoring including many thousands of miles of touring all over the Eastern States, South Australia and Tasmania as well as New Zealand, the Twenty has been completely reliable. That, alone, is worth any money spent on maintenance. There cannot be another car in the World that has been maintained by Rolls-Royce Agencies for longer, Dalgety's and Appleby and Ward from 1923 to 1937 with subsequent occasional visits in the meantime to Appleby and Ward then York Motors from certainly 1958 and possibly earlier, to 1998, then Paradise Garage from 1998 to the present and beyond.



Ralph Appelby and my Twenty c2015.



At New Zealand in 1965 for the International Rally; some vapor lock problems being attended to.

Joint 20-Ghost Club/ RROCA visit to Alan Robert's Workshop

John Rowney

27 April 2025

In a special day arranged jointly by the 20-Ghost Club and the RROCA, about half of the Queensland 20-Ghost Club members attended as well as many RROCA members. Some of the early arrivals to Alan Robert's workshop were greeted with cloud cover over the mountain which made the journey up his North Tamborine property, which houses his workshops, a little slower than expected, especially for the pre-war cars.

Before the majority of people arrived, the mist cleared and we were treated to a delightful sunny day to become involved in the fabulous working display of Alan's varied and thoroughly absorbing Rolls-Royce cars (1920 Silver Ghost 62CW and 1933 Phantom II 148MY0, stationary engines, Merlin and Griffon V12 aircraft engines, Caterpillar D2, a range of Gardiner diesel engines as well as his special fully operational operating steam locomotive.

Alan had prepared his 1912 Clayton and Shuttleworth steam stationary engine and his magnificent 1956 steam locomotive on the day before, so everything was ready for the start to the day. Early starters wandered around Alan's vast display, and, after the bulk of the guests arrived, we assembled in his shed.

Alan gave a very insightful and entertaining address full of great tales of how he purchased his wide range of treasures, and let us into the secrets of one of the revered Australian Rolls-Royce mechanical identities of years gone past. (Ha! You had to be there to find out what that was about!)

Unfortunately, after a few of the visitors had driven the locomotive backwards and forwards along the short track, a problem arose and the water pump stopped functioning. Alan and his volunteer licenced steam operator helpers tirelessly worked to get the stuck shuffle valve in the pump operating again. However, the simple solution, well known to many Rolls-Royce owners, was to give the offending pump a few whacks with a lump of wood. Just like hitting a stuck SU fuel pump in many older Rolls-Royce vehicles to get them working again! The locomotive finally got steam back to pressure again, and many of the attendees enjoyed the experience of driving a genuine steam driven loco.

Lunch was at nearby Tamborine Mountain at a restored 1880s timber house now named The Manor restaurant. The wide variety of fare was enjoyed by all to wrap up a very pleasant, informative and fun day in the hills.

Many thanks to Alan Robert, his family and volunteer licenced steam operators for a fabulous day.



Alan Robert's 1933 Phantom II 148MY and 1920 Silver Ghost, 62CW.



Brian Goodall with his New Phantom chassis 117MC.



The big fully functioning steam loco gets a short workout.

New Members

Ian Berg

Recently joining the club, Larry and Ruth Picker have purchased the 1935 20/25, chassis GPG72 formerly belonging to Simon Elliott. This is a Windovers sport saloon, apparently first owned by the Windover family.

Keith and Sandra Berryman have joined with Keith's newly restored 1926 Phantom I, chassis 17TC. The car is fitted with touring coachwork by Williams and Redfern and was successful with a class win at the recent Sydney Harbour Concours.

We also welcome Eddie and Margeret Newton who recently acquired the 1920 Silver Ghost 15CW from member David Phillips. Chassis 15CW is known as the Nareeb Ghost having spent all its life until purchased at auction by David Jones at the (now demolished) Nareeb estate in Toorak. Keith also owns the 1933 20/25 Windovers saloon chassis GWX75.



Larry and Ruth Picker's 1935 20/25, chassis GPG72.



15CW is photographed at Motors and Masterpieces at the Melbourne Showgrounds in November of last year when owned by David Phillips. Eddie purchased the car shortly after.



The 1933 20/25 of Eddie Newton.



Chassis 17TC shown, in March, at the Sydney Harbour Concours d'Elegance on Cockatoo Island.



Adam Lucey has taken over custody of his late father George's superb New Phantom, chassis 98DC, from 1926. The photograph was taken in the grounds of Government House in Adelaide. Adam was taking family friend Joy Nugent to Government House on the occasion of her receiving an OAM for services to nursing, in particular aged and palliative care.